



Edmonton Leaside

Proposed Submission Area Action Plan

January 2017

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Foreword

Delivering new homes and employment opportunities are key priorities for Enfield Council. At Meridian Water we have a once in a lifetime opportunity to build a community for everyone through the transformation of derelict brownfield land. The riverfront location, combined with far better transport links, including a new railway station, will help to make Meridian Water a new and vibrant part of London. New shops and cafes, schools, community facilities and leisure facilities, with better access to the Lee Valley Regional Park, will make this a highly desirable place to live, work and spend time.

The Edmonton Leaside area goes well beyond Meridian Water. The Picketts Lock complex has huge potential for new and improved leisure uses, while critical infrastructure supporting the borough is also located in Edmonton Leaside. Many successful businesses operate from Edmonton Leaside's industrial areas which this AAP will help to protect and modernise, supporting the economy and encouraging new jobs.

Whilst work at Edmonton Leaside has already begun, the Council recognises it is a long-term commitment. This document will drive positive change while maintaining direction for a key part of the borough.

We would welcome your comments on this document before it is submitted to the Secretary of State.

Cllr Alan Sitkin



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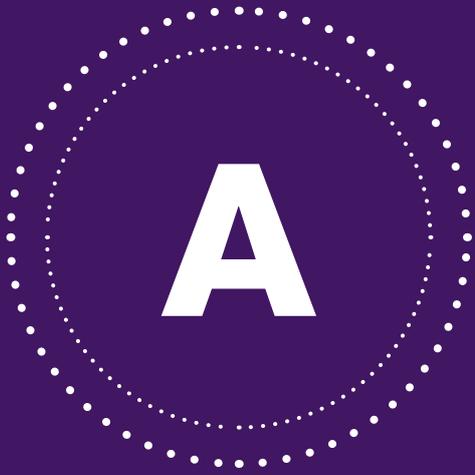
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The Plan and its Context



PART A:

The Plan and its Context

1 Edmonton Leaside: Vision and Objectives

1.1 Edmonton Leaside in 2032

A New Urban Neighbourhood

1.1.1 Development at Meridian Water will provide thousands of high quality new homes and jobs at the heart of the Upper Lee Valley. This new neighbourhood will be an inclusive development and a well-integrated extension of Edmonton. The wider community will share in the new resources, including retail, leisure, educational, community and health facilities. There will be improved access to the waterways and parklands of the Lee Valley as well as new employment opportunities, ensuring that the positive benefits of the regeneration and investment reach beyond Meridian Water's boundaries.

Economic Growth

1.1.2 There will be ongoing development in growth sectors of the economy including the creative, digital media, ecommerce and software industries. Businesses will find a stimulating and attractive home at Meridian Water which will attract regional, national and international investors to deliver thousands of new jobs across the area. Employment training opportunities will be secured for local residents.

1.1.3 Edmonton Leaside's intensified industrial estates will be successful and thriving, supporting economic growth, innovation and enterprise. Their locational advantage within the Upper Lee Valley and the London-Stansted-Cambridge corridor will enhance the competitiveness of the borough, bringing growth and prosperity for its businesses and people.

Connectivity

1.1.4 The creation of a more frequent, resilient and flexible rail service will enable significant development and regeneration within the entire Lee Valley, resulting in huge transformation at Edmonton Leaside. A new station, Meridian Water (formerly Angel Road) will operate a four-train-per-hour service, rising later to an eight-train-per-hour rail service. The expected 4-tracking or Crossrail 2 schemes will provide additional capacity to support further growth and regeneration. This increased service will result in improved accessibility and attractiveness of the area as a place to live, work and visit.

1.1.5 A new road – the Causeway - will provide a strong, attractive and welcoming spine route through Meridian Water, allowing new access and connecting a previously fractured site. New bridges and linkages will open up this part of the borough and increase access to the Lee Valley Regional Park.

1.1.6 Residents, employees and visitors will benefit from a network of routes for walking and cycling, connecting Edmonton Leaside to the rest of the borough and beyond. The existing cycle path, the Greenway link from Meridian Water to Edmonton Green, will be extended as a key walking and cycling route.

EDMONTON LEESIDE IN 2032

Edmonton Leaside will be a thriving community of residents and businesses. Optimising the opportunities for growth in the Upper Lee Valley, in particular through improvements in rail infrastructure, the area will be transformed. Edmonton Leaside will have a reputation for leading the way in sustainable living, working and recreation – from a new community at Meridian Water to 21st Century energy generation, better connected integrated public transport, and strong business and economic growth supporting a greater diversity of new jobs. Edmonton Leaside will be an exemplar of how joined-up approaches to investment can maximise opportunities for a range of new homes, jobs and opportunities for local people.

THE VISION



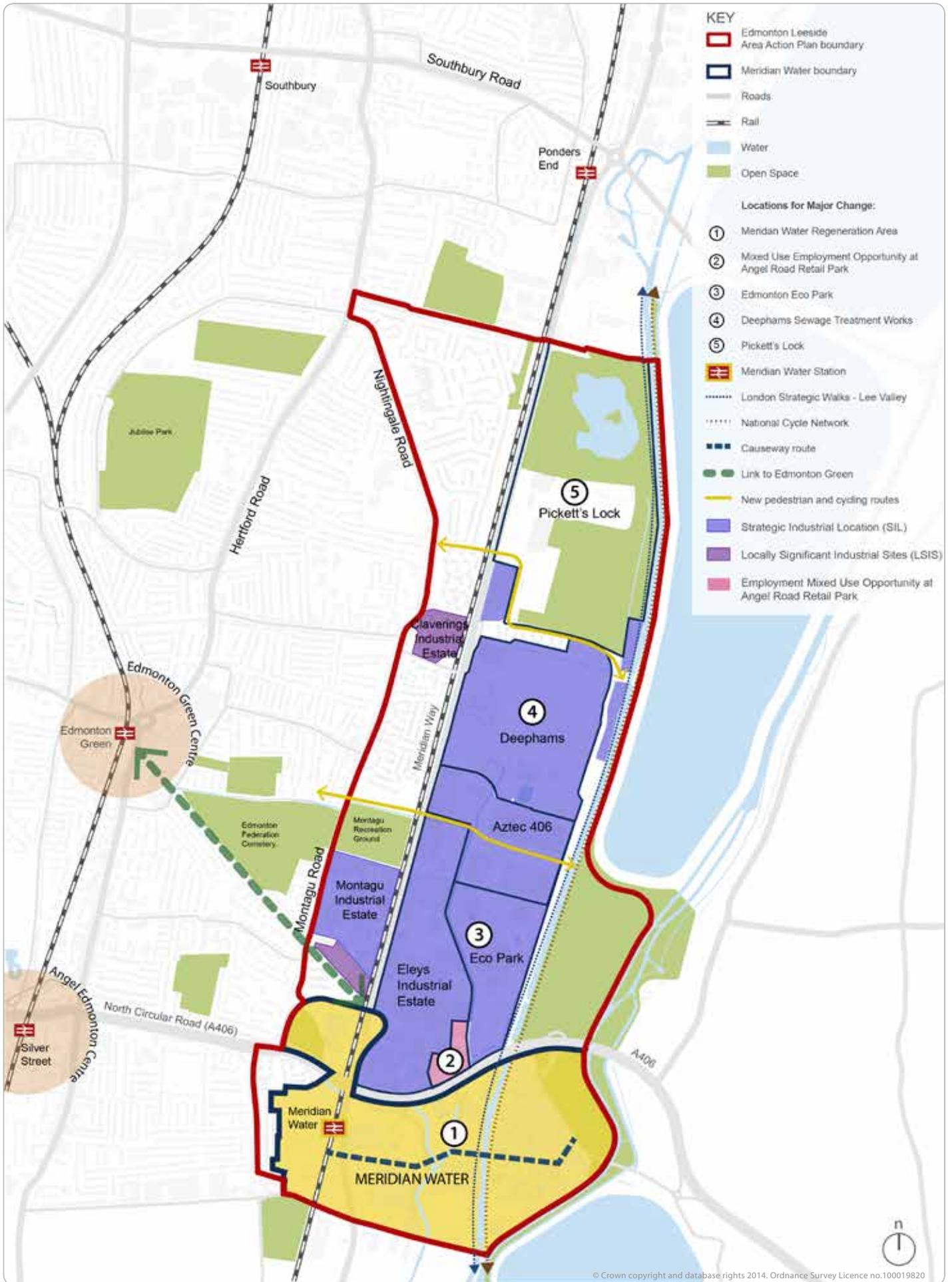


Figure 1.1: The Vision for Edmonton Leaside

Water and Green Spaces

1.1.7 Far better use will be made of the watercourses, waterways and green spaces which are a feature of the area. Water will be incorporated into the heart of the development at Meridian Water, with active frontages onto the waterways creating a distinctive sense of place and benefiting the community with recreational and leisure facilities. Better access to the Lee Valley Regional Park will open up opportunities in this valuable leisure resource.

1.1.8 Pickett's Lock can be developed much further as a leisure and recreation destination that draws people in from across the borough and beyond, supported by improvements to sustainable transport infrastructure.

1.1.9 The strategic location of Meridian Water in the Upper Lee Valley provides an opportunity to contribute to, and capitalise upon, the London Green Grid and Blue Ribbon Network

Sustainable Regeneration

1.1.10 Edmonton EcoPark will be a key site for dealing with waste, while associated green industries can bring benefits including job creation and carbon savings.

1.1.11 The successful implementation of the Lee Valley Heat Network (LVHN) will provide new homes with competitively priced, reliable and sustainably produced energy and heating. Meridian Water's residents will be the first in London to access affordable low carbon heat via this city-scale decentralised energy network.

1.1.12 The upgraded Deephams Sewage Treatment Works will increase sewage treatment capacity to accommodate population growth and attain a significant reduction in water pollution and odour emissions.

1.2 Objectives

1.2.1 To achieve the vision for Edmonton Leaside the following objectives are established:



Building a Sustainable Urban Neighbourhood

- Deliver thousands of new homes in Meridian Water through a phased programme to help meet existing and future housing needs;
- Ensure diversity in the type, size and tenure of housing, including affordable housing to meet local needs;
- Embody the principles of good design to ensure a robust relationship between a variety of uses and activities, high quality public realm, and intuitive movement patterns;
- Enable distinctive place-making by maximising the local identity, and character;
- Support the delivery of new educational facilities at Meridian Water and encourage links with local businesses and residents; and
- Ensure that everyone has good access to health, leisure and community facilities of a high standard within close proximity to their home;
- Provide well-connected, well-designed pedestrian and cycle routes that encourage people to choose 'active travel modes



Facilitating Economic Growth

- Support the development and growth of new industrial sectors at Meridian Water, in particular of high job-density, high value added sectors;
- Increase the capacity, quality and density of existing employment land through improvement of existing industrial estates;
- Ensure Edmonton Leaside is attractive to regional, national and international investors in order to deliver thousands of new jobs across the area;
- Strengthen the business community by supporting a culture of enterprise, entrepreneurship, innovation and sustainable business growth;
- Deliver a new town centre at Meridian Water with an appropriate mix of uses without undermining the primary retail function of nearby district centres; and
- Ensure that employment opportunities are accessible and local residents are supported to increase their skills and qualifications to progress into work.

OBJECTIVE
3**Connectivity**

- Enhance connectivity between Edmonton Leaside and the surrounding area to make it a joined up place in the borough and regional context;
- Deliver transformational improvements to Angel Road Station;
- Support the planned upgrade to the West Anglia Route to four trains-per-hour, rising later to eight trains-per-hour;
- Deliver a new spine road - 'The Causeway' - connecting across Meridian Water and beyond;
- Improve accessibility through public transport provision and greater ease of vehicular movements along the existing road networks;
- Deliver new improved bus routes, frequency and quality of bus services;
- Improve access, and utilise the blue and green networks, for pedestrians and cyclists with better routes and connections to surrounding areas and within Edmonton Leaside; and
- Deliver state of the art telecommunications and IT networks

OBJECTIVE
4**Delivering Sustainable Regeneration**

- Promote low carbon living and working;
- Provide sustainable movement and transport networks;
- Support the delivery and connection to the Lee Valley Heat Network to enable sustainable growth of neighbourhoods and industry;
- Support sustainable waste management at the Edmonton EcoPark.
- Encourage cleaner air; and
- Provide the conditions for increased biodiversity;

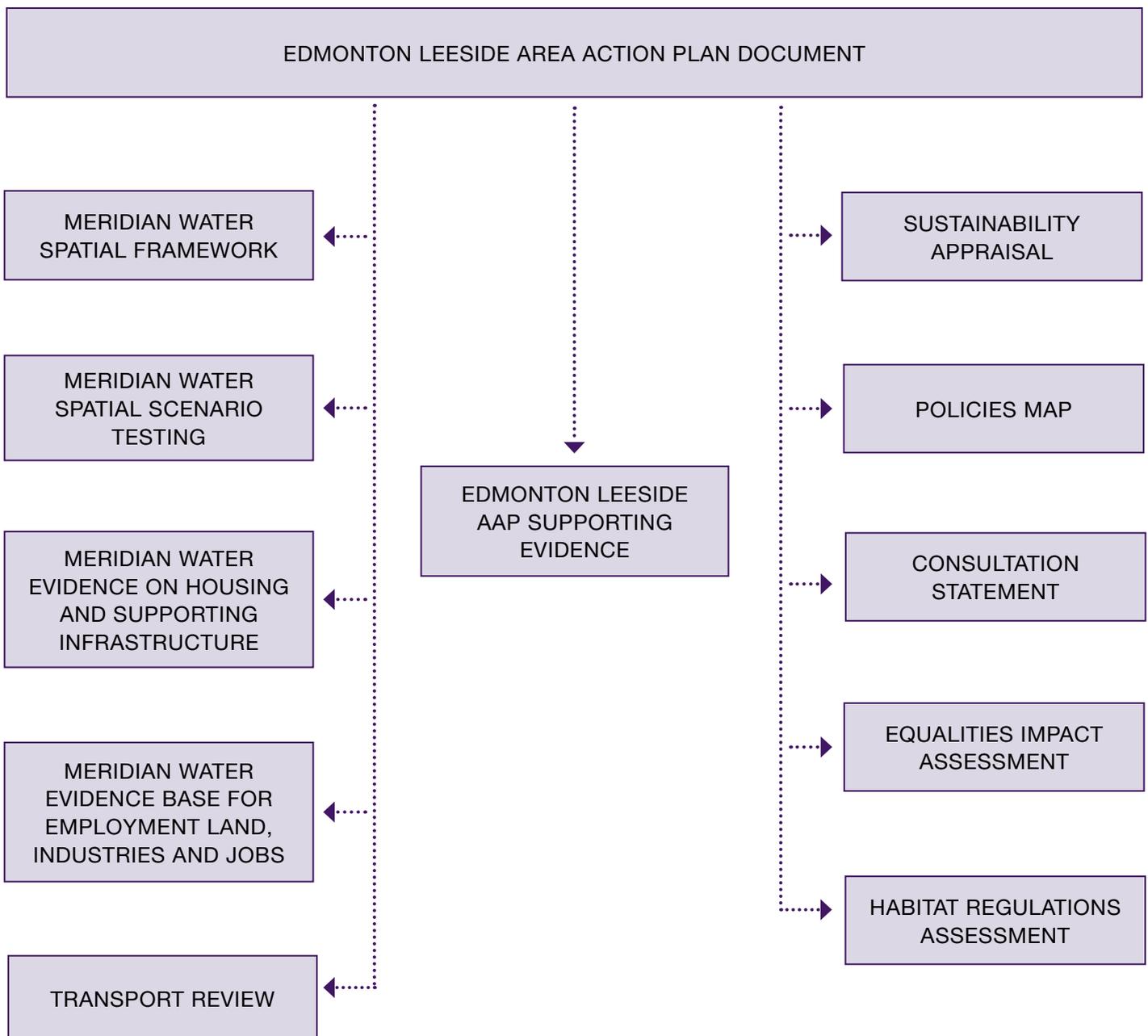
OBJECTIVE
5**Celebrating the Lee Valley Waterways and Open Spaces**

- Improve access to the Lee Valley Regional Park;
- Improve the quality and links to existing open spaces;
- Create new open spaces where feasible;
- Use the watercourses and waterways to enable distinctive place-making, especially Meridian Water;
- Create a linked network of blue and green spaces which improve green infrastructure and habitats;
- Encourage the sustainable use of the waterways; and
- Manage flood risk.

1.3 Accompanying Documents

1.3.1 The Edmonton Leaside AAP is supported by a number of accompanying and evidence base documents which test and justify the ambitions for development and the policies to unlock the potential of Meridian Water within the Edmonton Leaside area. The documents include technical appraisals, scenario testing

over a range of employment, land uses and housing mixes and include a Spatial Framework which demonstrates both a vision and a potential way to deliver a high quality new mixed-use neighbourhood in Meridian Water. Cross reference is made to these documents throughout this AAP. The documents are set out in the diagram below.



1.3.2 The Meridian Water Evidence on Housing and Supporting Infrastructure report provides evidence on housing and supporting infrastructure by reviewing the impacts of development scenarios for the Meridian Water area. It consists of a baseline assessment of current socio-economic conditions, a review of assumptions, and an assessment of development scenarios.

1.3.3 Meridian Water Evidence Base for Employment Land, Industries and Jobs complements the work on housing and supporting infrastructure by providing an assessment of the potential demand for employment at Meridian Water and the number and type of employment opportunities which redevelopment could support.

1.3.4 The Edmonton Leaside Socio Economic Baseline provides further information on the area, along with

a property market summary, a policy summary, a document list, and a road category table.

1.3.5 The Meridian Water Spatial Scenario Testing provides an assessment of the scenarios, including of residential density and scale, supporting uses and community infrastructure, open space and amenity, employment, retail and parking.

1.3.6 The Meridian Water Spatial Framework conveys the results of evidence-based scenario testing and the application of urban design principles. The images and diagrams explore approaches towards the realisation of Meridian Water.

2 Edmonton Leaside Introduction and Opportunities

2.1 Introduction

2.1.1 This Area Action Plan (AAP) provides a framework for the future for Edmonton Leaside, one of London's most significant regeneration opportunities. Strategically located at the heart of the Mayor's Upper Lee Valley Opportunity Area and the London-Stansted corridor (see Figure 2.1) and long established as a significant employment location, some parts of the area will see transformational change, in particular at Meridian Water.

2.1.2 Meridian Water will see the delivery of a new waterside residential neighbourhood of thousands of new homes with more housing in the wider area beyond Edmonton Leaside. There are huge opportunities for growth of new economic sectors, generating thousands of new, well-paid jobs. Development of retail and leisure at Meridian Water, along with supporting community infrastructure such as schools, will both support and drive the regeneration. The policies set out in this AAP document draw upon a range of evidence, including in-depth modelling work carried out for Meridian Water.

2.1.3 Edmonton Leaside and Meridian Water will form a key part of the developing Upper Lee Valley (ULV) area, which can become one of London's most desirable places to live, work and visit, creating a vibrant new centre and focus for London and the wider region. This area of the Lee Valley should be seen as integral to the All London Green Grid and the Blue Ribbon Network as articulated by the GLA.

Edmonton Leaside Place and Character

2.1.4 Edmonton Leaside is located in the south eastern part of the borough in the wards of Jubilee, Lower Edmonton, Edmonton Green and Upper Edmonton, and bordering the London boroughs of Haringey and Waltham Forest (see Figure 2.2). The River Lee Navigation and Lee Valley Regional Park run through the eastern part of the AAP area, while other significant features include Angel Road (Meridian Water) Station, Deephams Sewage Treatment Works and Edmonton EcoPark. A raised section of the North Circular Road (A406) is a major feature running east west through the area. Established town centres close to Edmonton Leaside include Angel Edmonton and Edmonton Green to the west in Enfield, and Wood Green in Haringey and Walthamstow in Waltham Forest.

2.1.5 The area surrounding the River Lee Navigation has a long history of managed exploitation of its waterways from the marshes and river through to river straightening, tow paths, the Navigation, flood defence measures and reservoirs. This relationship with the water has led to a rich industrial heritage evident in the form and structures of the waterways themselves as well as through archaeological artefacts.

2.1.6 Edmonton Leaside lies within an Area of Archaeological Importance, while the Montagu Road Cemeteries Conservation Area is directly adjacent to the west of the AAP boundary.

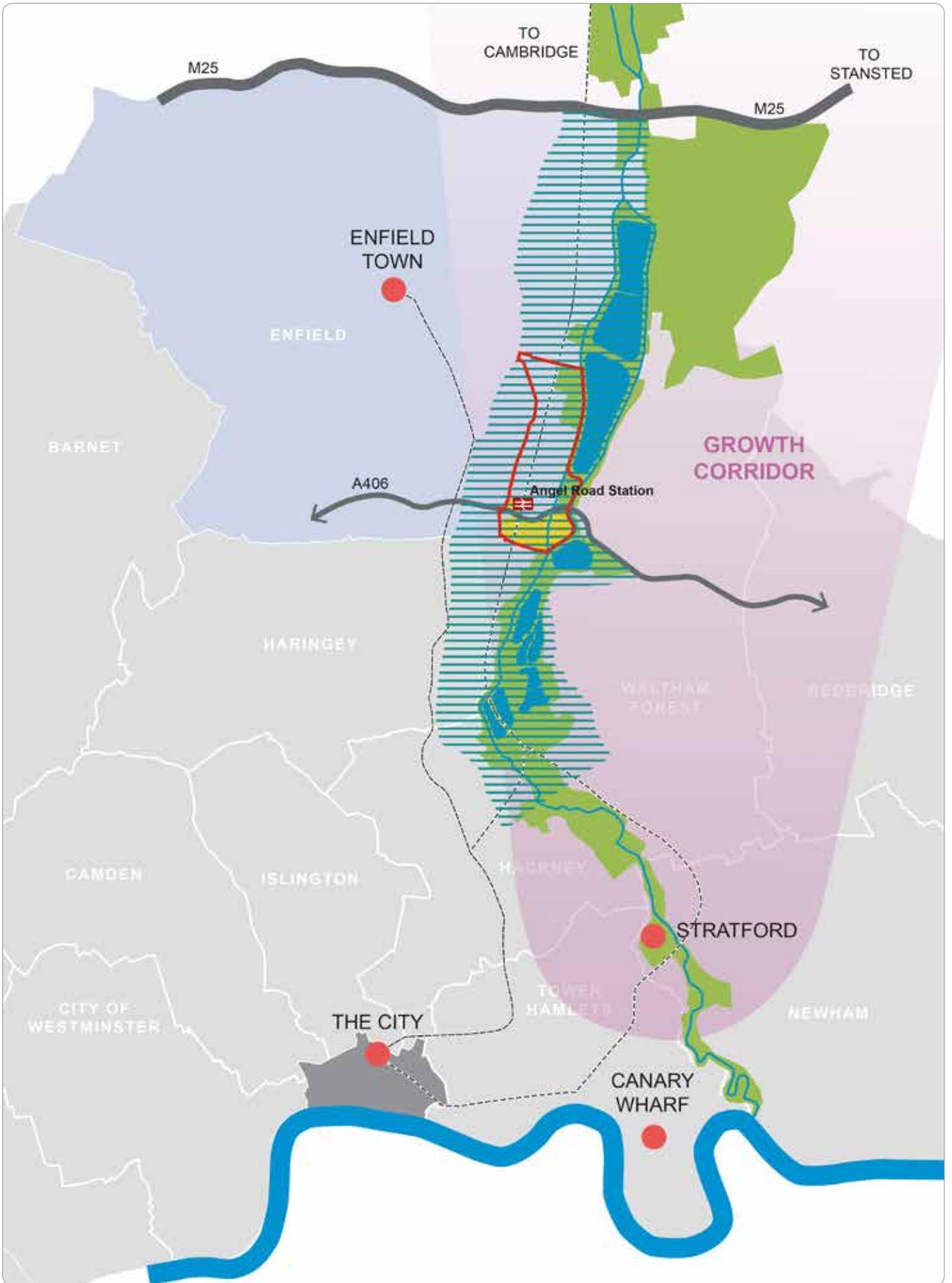


Figure 2.1: Edmonton Leaside – Upper Lee Valley and London-Stansted Corridor



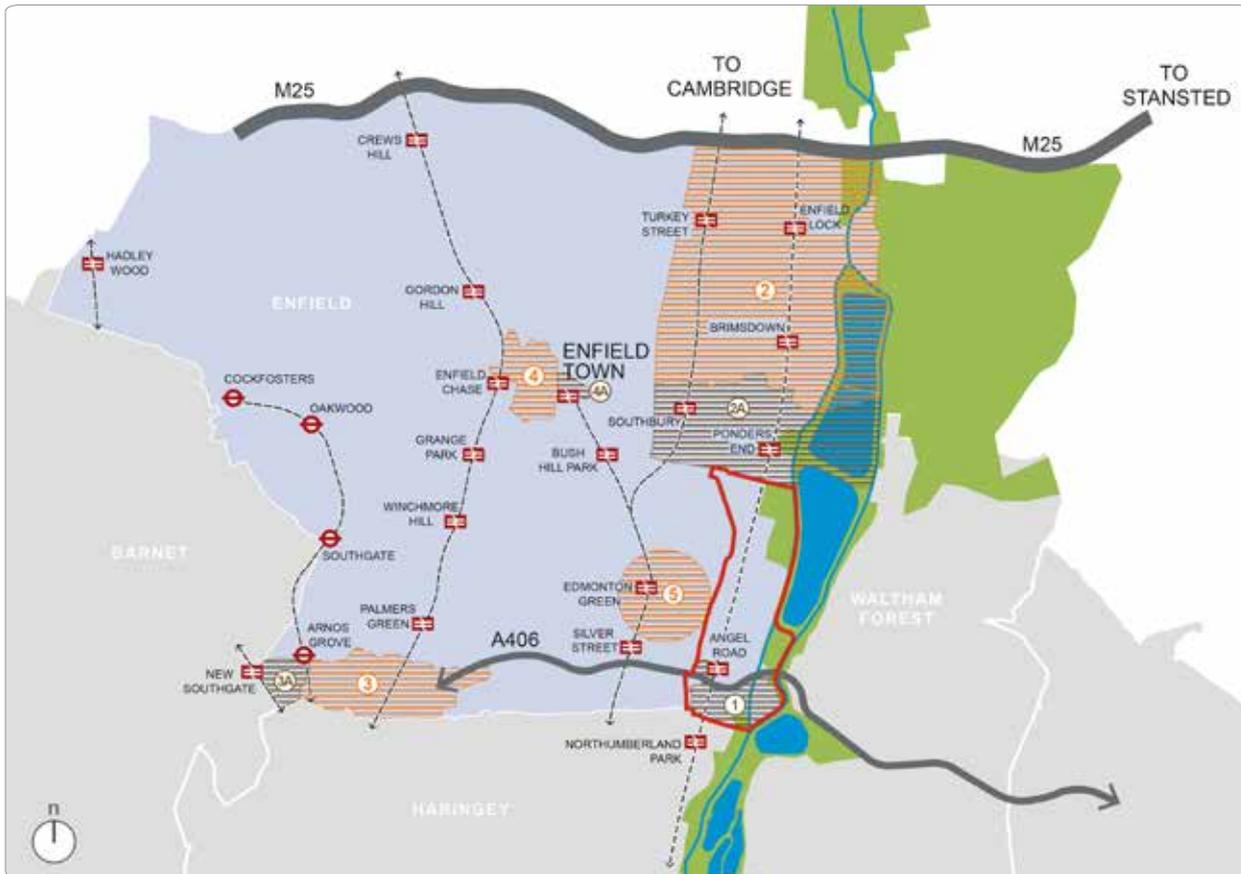


Figure 2.2: Edmonton Leaside within Enfield

2.1.7 The Edmonton Leaside area contains a mix of land uses as illustrated in Figure 2.3. Generally, the north-west of the area is residential; to the east and south of the area is a mix of industrial uses with some 'big box retail', while to the north-east are green spaces. Much of the land is developed, although the Lee Valley Regional Park, a key green corridor, runs along the eastern edge of the area, and includes the Lee Valley Athletics Centre at Pickett's Lock.

2.1.8 As a result of the historic pattern of development, Edmonton Leaside contains a high proportion of industrial land and key infrastructure such as the Edmonton EcoPark waste facility and Deephams Sewage Treatment Works.

2.1.9 Transport links dominate and dissect the area east-west, with the North Circular Road, and north-south with Meridian Way and West Anglia Main Line operating from Liverpool Street to Stansted (with few stopping services). This leads to poor north/south and east/west connectivity across and through the area.

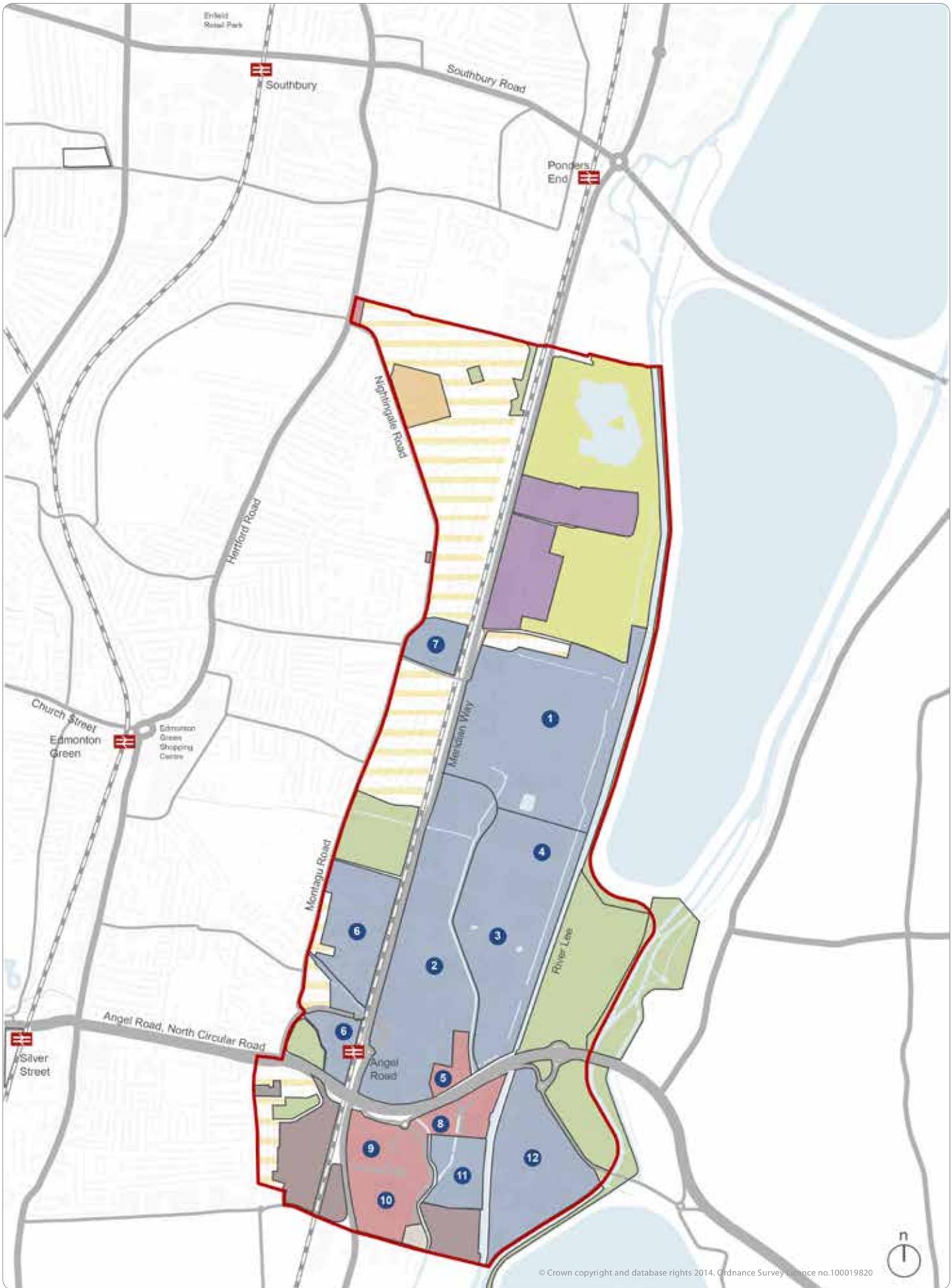


Figure 2.3: Existing Land Uses in Edmonton Leaside



Opportunities at Edmonton Leaside

2.1.10 Key areas for growth and change include:

- **Meridian Water** – an underutilised area to the south of the North Circular Road that is beginning its transformation into a new urban quarter supporting thousands of new homes with more new homes in the hinterland beyond, and thousands of new jobs, along with new schools, health centre and other community facilities;
- **Industrial Estates** – opportunities to improve the quality of the environment and facilities and allow business to thrive;
- **Pickett's Lock** – where the opportunity exists to add to the existing high quality sports and leisure facilities, with the potential to provide an offering with a much wider reach;
- **Angel Road Retail Park** – opportunity to develop as a mixed employment use;
- **Edmonton Eco Park** – the redevelopment of the site to provide the next generation of waste services and additional community benefits through the provision of heat for a decentralised energy network; and

- **Deephams Sewage Treatment Works (STW)** – the upgrade to the STW plant will increase treatment capacity to cater for population growth within the catchment area, including at Meridian Water, while significantly improving water quality and reducing odour.

2.1.11 There will also be strategic improvements across Edmonton Leaside, specifically in terms of:

- **Improving transport connections and Movement** – required to make Edmonton Leaside much easier to move around and through, and to become a joined up part of Enfield and the wider Upper Lee Valley corridor. Changes include significant rail and station upgrades, better bus services, and greater improved pedestrian and cycle connections; and
- **Blue and green areas** – the River Lee Navigation, the Lee Valley Regional Park and other water and green spaces will become much more accessible and attractive.

2.2 Socio-Economic Profile

2.2.1 This section presents a profile of the existing key socio-economic, housing, transport and employment issues in Edmonton Leaside.

The socio-economic baseline document provides further detail as well as a summary of the area's property market.

<p>Socio-economic</p>	<p>Enfield's population of 324,574¹ in 2014 is projected to grow significantly by 2032, with ranges including 384,055 (GLA 2015 long-term projection) up to 403,300 (ONS 2012-based). Currently relatively few people live within Edmonton Leaside due to the dominance of industrial and infrastructure land uses.</p> <p>The Indices of Multiple Deprivation (2010) show, the AAP area is in the 20% most deprived areas nationally.</p> <p>A growing population and increased housing delivery in the Upper Lee Valley, including Northumberland Park and Tottenham Hale in Haringey, will place additional pressure on Enfield's infrastructure.</p>
<p>Crime</p>	<p>Upper Edmonton and Edmonton Green wards have the highest rates of crime and anti-social behaviour in the borough.</p> <p>Crime has been identified as a key issue on some of the area's industrial estates, from petty crime and vandalism to the theft of expensive equipment and the fear of serious crime.</p>
<p>Education</p>	<p>New housing will lead to an increase in the number of school age children that will require Early Years, Primary and Secondary School provision.</p> <p>There is forecast demand for primary and secondary school places – the provision of two new 2 FE (Forms of Entry) primary schools and one 8 FE secondary school (with 6th form) will be necessary.</p>

¹GLA Local Authority 2015 long-term projections.



<p>Employment & Skills</p>	<p>Unemployment levels in the Edmonton Leaside wards are higher than the borough average. Unemployment levels are up to three times higher in Edmonton Green.</p> <p>Almost a third of residents hold no educational qualifications at all, with only 1 in 5 residents holding degree level qualifications or higher (Census 2011).</p> <p>The industrial sector is a significant source of employment locally employing over 91,000 people in Enfield, with major manufacturers such as Coca Cola located in Edmonton Leaside.</p> <p>Due to a combination of low qualifications and low-skilled jobs, household earnings are lower in Edmonton Leaside than the borough average.</p>
<p>Health</p>	<p>Life expectancy in the AAP area is below the Enfield average for both males and females.</p> <p>The proportion of residents that are disabled is higher than the rest of Enfield. The area also has the highest number of disability allowance claimants in the borough.</p> <p>Childhood obesity has become an increasingly significant issue within Enfield. Barriers to active travel (walking and cycling) and difficulties accessing open spaces are likely contributors to reduced activity levels.</p>
<p>Community Facilities</p>	<p>Residents in the plan area show the highest levels of dissatisfaction with open space in the borough. This is thought to be due to the limited range of open spaces and the generally poor levels of accessibility to them.</p> <p>The Lee Valley Regional Park and existing parks and open spaces to the west have few connections or linkages with Edmonton Leaside.</p> <p>There is an identified deficiency in terms of access to allotments with none located within Edmonton Leaside.</p> <p>Pickett's Lock is currently underutilised and suffers from low footfall as a result of its relative inaccessibility.</p>

<p>Employment</p>	<p>The Upper Lee Valley contains London’s second largest reservoir of industrial employment land, classified as SIL (Strategic Industrial Sites) or LSIS (Locally Significant Industrial Locations). The majority of the industrial estates are well used and have limited vacancies, which suggest high demand for sites and premises.</p> <p>Enfield is London’s second largest waste management and recycling hub and contains Edmonton EcoPark, a sub-regional facility that is one of London’s largest recycling and sustainable waste management facilities.</p> <p>Green industries and advanced manufacturing are important sources of employment locally and growth sectors in London and Enfield². Food and drink manufacturing businesses are also significant employers in Edmonton Leaside³.</p>
<p>Transport & Movement:</p> <p>Rail</p>	<p>Figure 2.4 shows existing transport permeability in Edmonton Leaside.</p> <p>The Liverpool Street to Stansted railway line runs north-south through Edmonton Leaside with a station at Angel Road (to be renamed Meridian Water). The station has few stopping services which greatly reduces rail accessibility in the area.</p> <p>The railway line forms a barrier to east-west movement for pedestrians and cyclists and Angel Road (future Meridian Water) station is relatively inaccessible as a result. Barriers and inaccessibility are key causes for low rates of walking and cycling locally.</p>
<p>Roads</p>	<p>The A406 North Circular runs east-west through the south of Edmonton Leaside linking the area to other parts of north London. It forms a barrier to north-south movement through the site between Meridian Water and the rest of Edmonton Leaside. The A406 is already at a high level of operating capacity.</p> <p>Meridian Way (the A1055) is the main north-south road through Edmonton Leaside linking the A406 and M25; however, in conjunction with the railway line it forms a significant barrier to east-west movement.</p> <p>There is a need to reduce conflict between residential and commuter traffic with road freight; particularly along Nightingale Road and Montagu Road.</p>

²Enfield Employment Land Review (2012)

³Enfield Employment Land Review (2012)



Car Ownership	Car ownership in Edmonton Leaside is lower than the average for Enfield and London. As a result fewer people travel to work by car; however those that do own a car are more dependent on it for accessing employment opportunities than residents elsewhere in Enfield, suggesting limited other transport options.
Parking	The industrial estates in the area are characterised by considerable levels of ad-hoc on-street parking, further exacerbated by poor circulation, poor servicing areas, close proximity to residential areas and friction between different users on the estates. This detracts from the appearance and accessibility of the industrial estates.
Pedestrian and Cycle Links	<p>East-west and north-south journeys are disrupted by numerous barriers to movement, in particular the railway line, the A406, Meridian Way, the large industrial estates and the Lee Valley waterways and reservoirs.</p> <p>Meridian Water is poorly connected with its surroundings and as a result of the barriers fewer people walk or cycle to work in Edmonton Leaside than the rest of the borough or London.</p>
Public Transport Accessibility	<p>Accessibility to public transport in the area is generally low, with an infrequent north-south rail service and a relatively low number of bus routes. Bus linkages are particularly weak to the east of the area where there are fewer road linkages.</p> <p>Residents of Edmonton Leaside are almost twice as likely to travel to work by bus than the average resident of the borough or London.</p>
Flooding	Edmonton Leaside has areas of Flood Zones 2 and 3 (medium to high flood risk), and several watercourses including the Lee Navigation, Lee Cut, Lee flood relief channel, Salmons Brook and Pymmes Brook. New development provides an opportunity to reduce flood risk and improve green and blue infrastructure using the outcomes of the Thames River Basin Management Plan, L1&2 Strategic Flood Risk Assessments and Surface Water Management Plan. The area also comprises a large amount of former industrial and potentially contaminative uses.

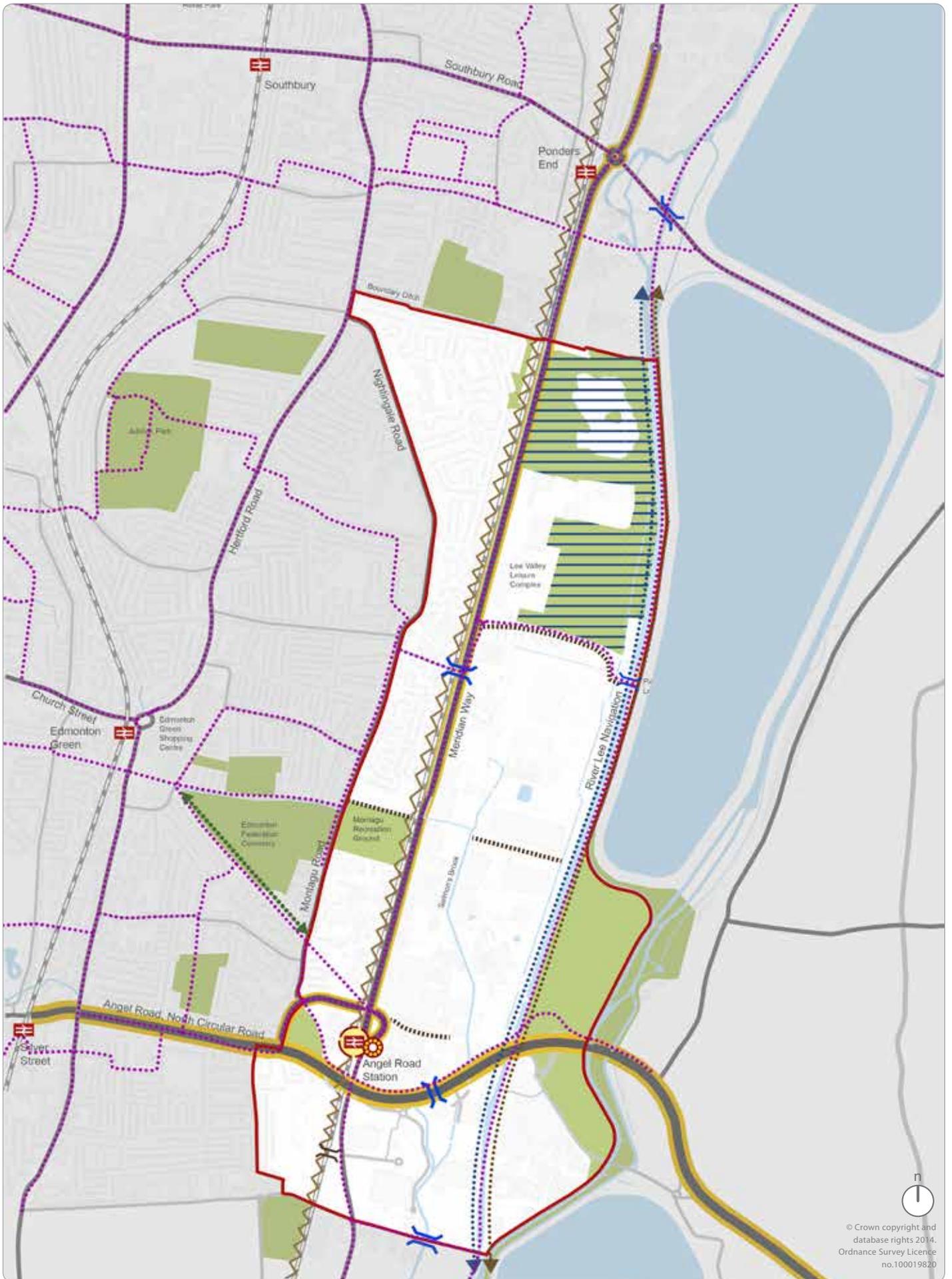


Figure 2.4: Transport permeability around Edmonton Leaside



3 Development of the Edmonton Leaside Area Action Plan and the Planning Context

3.1 Plan Development

3.1.1 This AAP:

- Sets out a vision for the future of the area and supporting objectives, establishes the opportunities for change and the issues that need to be addressed to secure successful regeneration (Part A);
- Provides site-specific policies and proposals (Part B)
- Provides a policy framework for area-wide issues (Part C); and
- Sets out how the AAP will be delivered and monitored (Part D)

3.1.2 The Council has recognised the requirement for the Edmonton Leaside AAP to reflect changing circumstances in Enfield and Meridian Water, most notably higher population growth and the selection of a master developer. Modelling was therefore undertaken to provide evidence and understanding for the growth potential at Meridian Water. The modelling tested and examined a range of growth scenarios, including at levels of housing and jobs significantly higher than in the Core Strategy, and the results have informed this AAP document. Further details are set out in section 5.3.

3.1.3 The Edmonton Leaside AAP has undergone an extensive process of development, with public consultation undertaken every stage of the plan-making:

- Joint Issues and Options Report (2008);
- Strategic Growth Areas Report (2009);
- Discover Central Leaside: Towards a draft Area Action Plan (2012); and
- Proposed Submission Central Leaside Area Action Plan (2014)

3.1.4 After focussing work on the Core Strategy (adopted 2010), the Council continued work on the AAP in 2011 by producing the 'Discover Central Leaside: Towards a draft Area Action Plan' document. This document was prepared to re-engage the community and stakeholders and update on the significant progress made within the area since a previous consultation on the Central Leaside AAP in 2008. Consultation for this document took place between 12th May and 3rd August 2012.

3.1.5 There was also a series of consultations on the Meridian Water Masterplan in 2010 (Landowner and Stakeholder consultation); 2011 (informal consultation July to September 2011) and May to August 2012 (draft Masterplan consultation jointly with the 'Discover Central Leaside' consultation). The Masterplan was adopted in July 2013.



Aerial View of Meridian Water



3.1.6 A total of 77 separate representations from businesses, public bodies and residents were received for the ‘Discover Central Leaside’ consultation, and a further 36 for the Meridian Water Masterplan. These representations informed preparation of this AAP, with the representations and the Council’s responses to each set out in the Consultation Statement.

3.1.7 Consultation on the Proposed Submission Central Leaside AAP (2014) took place from 5th January to 16th March 2015. In total, 22 submissions were received, and these have informed preparation of this version of the AAP. A summary of these representations and the Council’s response are provided in the Consultation Statement.

3.1.8 This AAP therefore consolidates the results of several rounds of consultation and has evaluated many sources of evidence and data to develop the most appropriate options for growth, and, as such, is the culmination of several years of work.

3.1.9 This AAP has also incorporated findings from a range of evidence base documents, such as the Employment Land Review (2012) and the Industrial Estates Strategy (2014).

3.1.10 At the Local Plan Cabinet Sub Committee of 22nd November 2016 the decision was taken to change the document name from ‘Central Leaside’ to ‘Edmonton Leaside’, to better reflect the locality.

3.2 Working with neighbours and partners

3.2.1 In line with the requirements of the Localism Act 2011, particularly the ‘duty to co-operate’, the Council has worked closely with its neighbours to address strategic and cross boundary implications of the Edmonton Leaside AAP.

3.2.2 Partner organisations have also been engaged in an ongoing and constructive basis throughout the preparation of the plan. Key groups include the London Borough (LB) Haringey, LB Waltham Forest, the Greater London Authority; the Lee Valley Regional Park Authority⁴, Transport for London, Network Rail, the North London Strategic Alliance and the North London Waste Authority. Other groups including the Enfield, Essex and Hertfordshire Border Liaison Group have been kept informed throughout the process.

3.3 Strategic planning context

3.3.1 Edmonton Leaside is strategically located within the London-Stansted-Cambridge growth corridor and within the Upper Lee Valley Opportunity Area as designated within the London Plan. Edmonton Leaside is a priority area for regeneration, jobs and housing within the Mayor’s Upper Lee Valley Opportunity Area Planning Framework (adopted July 2013).

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⁴The Lee Valley Regional Park Authority’s (LVRPA) remit, described in the 1966 Act, embraces aspects of leisure, sport and recreation, including nature conservation and the protection and enhancement of the natural environment. The organisation is not a local authority and is not governed by local authority legislation. However, it often adopts what is considered “best practice” by local authorities. The Lee Valley Regional Park Authority ‘Park Development Framework’ sets out the LVRPA’s proposals for management and development of the park. It has informed the preparation of this AAP and will be treated as a material consideration in the determination of any planning applications in this area.

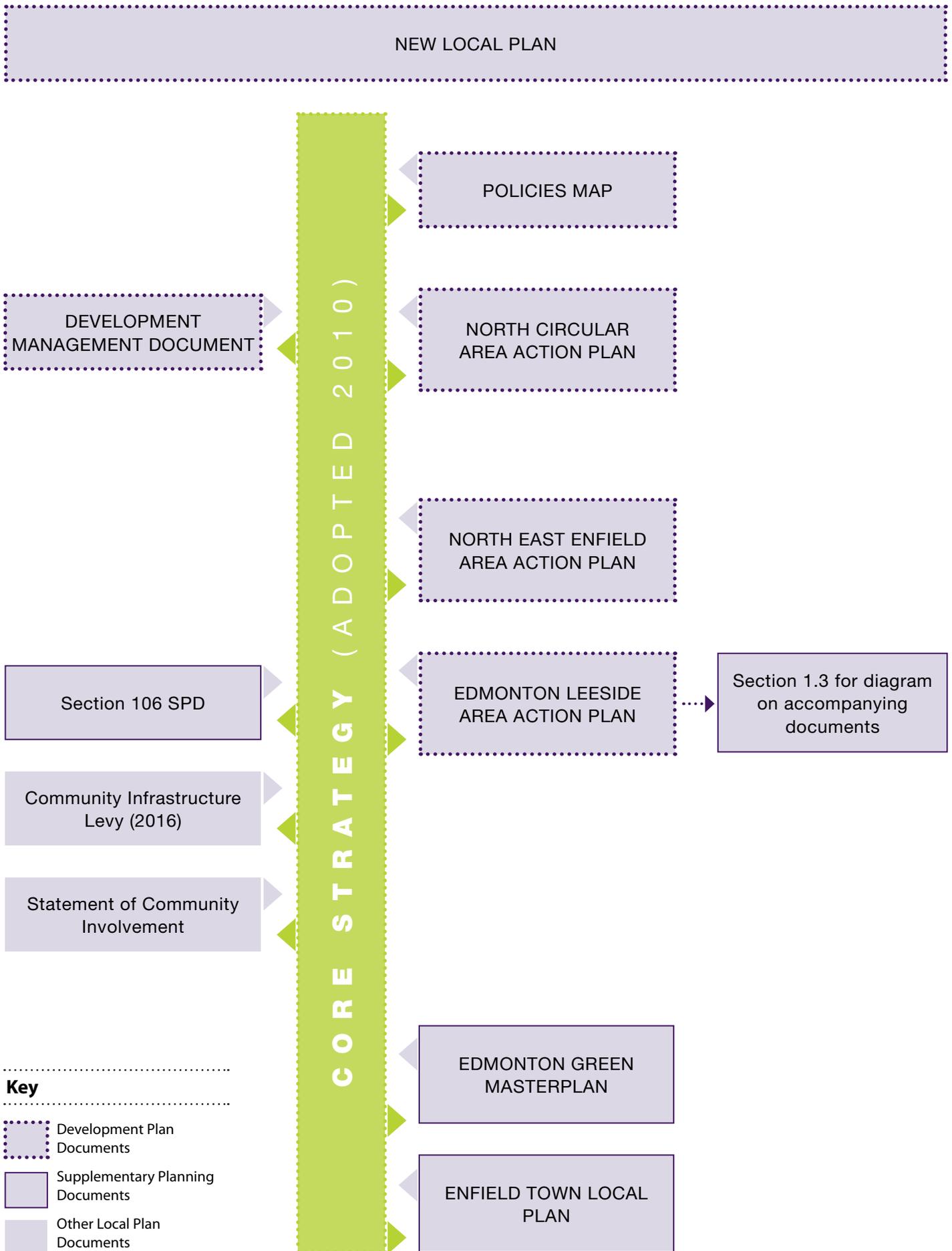


Figure 3.1: Enfield Local Plan: Relationship of Component Documents

3.3.2 The Council is currently developing a new Local Plan which recognises the scale of change since the adoption of Enfield's Core Strategy in 2010. The borough, as across London as a whole, has experienced much higher population growth than previously envisaged. Projections by the ONS indicate an increase in population from around 325,000 in 2014 to around 400,000 by 2032, requiring the borough to accommodate an additional 25,000 to 35,000 households. Major new projects are coming forward, in particular Crossrail 2 and 4-tracking of the West Anglia Mainline, which will support transformative change to transport infrastructure in the eastern corridor. This has implications for the wider Lee Valley, including Enfield's existing large areas of designated industrial land. These drivers, along with legislative changes such as the NPPF, all support the need for preparing a new Local Plan. The evidence base for this AAP will also feed into the ongoing Local Plan work.

3.3.3 The adopted Core Strategy identifies Edmonton Leaside as a Strategic Growth Area and Meridian Water as a Place Shaping Priority Area. Core Policy 37: Edmonton Leaside sets the overall objectives for the plan area focusing on delivering 'transformational change' including new housing and employment opportunities together with transport, community and green infrastructure to support a new sustainable community and business investment.

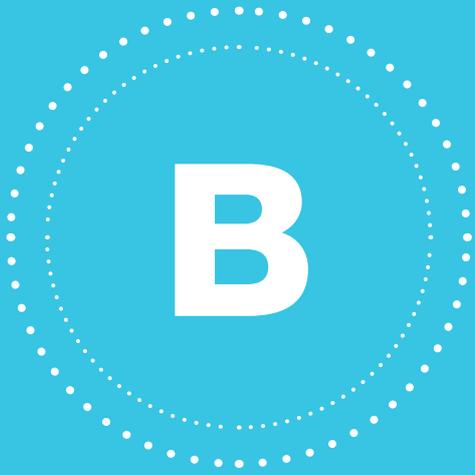
3.3.4 Core Strategy policy sets the objectives for the new community at Meridian Water to deliver new energy efficient homes, new schools, a new local centre, a new health centre and other community facilities. The policy seeks to deliver high quality public realm and development of an exemplar quality with buildings that are flexible and adaptable to the environment in which they sit; an improved Angel Road (Meridian Water) Station to serve the new neighbourhood; and new development that achieves the greatest levels of energy efficiency, incorporating renewable power and using locally produced energy.

3.3.5 The AAP articulates in greater detail how the Local Plan policies will be implemented and provides a detailed policy framework to guide new development in the area. This AAP should be read in conjunction with its accompanying documents and Enfield's other Local Plan documents. Figure 2.3 shows Edmonton Leaside AAP's relationship to the Council's other Local Plan documents. The Meridian Water Masterplan (adopted 2013) remains a material consideration, albeit superseded in part by subsequent documents, including this AAP.

3.3.6 The accompanying documents to this AAP provide evidence-based scenario testing in relation to development capacity at Meridian Water, including for land uses and capacity. Guidance on the Council's spatial expectations is provided in the Meridian Water Spatial Framework and Meridian Water Spatial Scenario Testing documents.

3.3.7 This is the Proposed Submission draft version of the AAP. It will be published for public consultation and comment before submission to the Secretary of State. The next steps include:

- Statutory notification of stakeholders;
- Prepare a schedule of any comments received during the notification period and any proposed modification;
- Submission to the Secretary of State;
- Independent examination in public;
- If required, make modifications to the AAP in response to recommendations from the Planning Inspector;
- Adopt the AAP; and
- Monitor and review implementation.



Area Specific Policies



PART B:

Area Specific Policies

4 Opportunity Areas

4.1 Introduction

4.1.1 The regeneration and redevelopment in Edmonton Leaside will transform this area of Enfield and the Upper Lee Valley. Investment in key transport infrastructure will support growth and enable the delivery of thousands of new homes and jobs. The Upper Lee Valley corridor is vital to meeting the borough's growth requirements and this AAP has an important role in supporting this growth.

4.1.2 Key areas for change and growth at Edmonton Leaside - for which Part B of this document provides the background detail and policies - include:

- Meridian Water;
- Industrial Estates;
- Pickett's Lock;
- Angel Road Retail Park;
- Edmonton EcoPark; and
- Deephams Sewage Treatment Works

4.1.3 There will also be strategic improvements across Edmonton Leaside, specifically in terms of:

- Improving transport connections and movement; and
- Blue and green networks.



Meridian Water



5 Meridian Water

5.1 Introduction

5.1.1 Meridian Water is the borough's largest residential led mixed use development and lies within the Edmonton Leaside Strategic Growth Area. It offers a huge opportunity for transformational change through its waterside setting in the heart of the Lee Valley Regional Park and potential for superb public transport accessibility. Meridian Water can become the location of choice in North London.

5.1.2 The change is such that it will enable Meridian Water to determine its own character and density, whilst securing good quality residential environments and public realm. Meridian Water will bring forward retail and leisure uses, and provide new educational, health and community facilities. The development of new economic sectors can unlock economic growth and thousands of new jobs. The scale of development means that opportunities for imaginative meanwhile uses should be fully utilised to activate the site and respond to the local context as appropriate.

5.1.3 Meridian Water comprises one of the largest areas of underused and brownfield regeneration land in London, with large areas of derelict land alongside industrial accommodation of varying age and quality. In the context of a significant and worsening housing shortage across Greater London, the case for comprehensive, residential-led redevelopment is compelling.

5.1.4 The scale of the area offers the opportunity for multiple developments to come forward simultaneously and the potential for a critical mass of business clustering and activity.

5.1.5 To overcome existing constraints and unlock Meridian Water's growth potential, a comprehensive master planning approach is required across the entire site, with a focus on developing high quality places.

5.1.6 Optimising development outcomes at Meridian Water requires a flexible and innovate approach to land uses and design which supports a much greater density of employment. Buildings, spaces and people must be able to interact effectively. In particular, to enable the scale of development and growth in employment, the land to the east of the River Lee Navigation will be taken forward without the restrictions of designated industrial land (see Section 5.4).

5.1.7 The Council has selected a master developer which has set out a long-term aspiration to provide around 10,000 new homes and over 6,000 net new full-time jobs at Meridian Water, as well as an additional several thousand construction jobs during its development phase.

5.1.8 The transformation of Meridian Water is underway, including land assembly, the development of Phase 1 (including the first 725 new homes, remedial works for proposed development sites, and a new Meridian Water railway station to replace the existing Angel Road station.



Aerial View of Southern Part of AAP Area with Meridian Water Boundary

Meridian Water Context

5.1.9 The existing character of Meridian Water is largely defined by the area's industrial heritage. Much of the area is currently brownfield land, with economic activity consisting of the large Tesco and Ikea stores, out of town retail at Ravenside and the Harbet Road industrial estate in the eastern portion. The strategic road infrastructure in Edmonton Leaside is a key factor behind the success of the industrial and retail land uses. However, the busy roads, not least of which is the North Circular, also divide the area, reducing connectivity and making navigation difficult. Large areas of land, including two former gasholder sites, are inaccessible and also help to further divide the area. Electricity pylons and the A406 flyover are dominant visual elements within the area. The public realm is of very poor quality with little provision for pedestrians or cyclists. Along the eastern part of the site the canal provides an important north-south visual corridor.

5.1.10 The Council's Core Strategy provides a high level vision for the future development of Edmonton Leaside, of which Meridian Water forms a part. Core Strategy policies 37 and 38 set out planning policy for the area, and provide a range of objectives. These include 5,000 new homes and 3,000 new jobs, improvements to public transport provision, strengthening the role of existing industrial estates to extend their employment offer, and restoring and opening up access to the Lee Valley Regional Park and waterfront.

5.1.11 Since the publication of the Core Strategy and the 2013 Masterplan, evidence and proposals have come forward supporting the case for a higher number of dwellings and jobs at Meridian Water, including:

- Much higher population growth rates and projections;
- A higher housing target in the London Plan;
- Enfield's successful bid for the area to be designated a Housing Zone;
- The Mayor of London's Crossrail 2 Growth Commission report ; and
- Enfield's selection of a master developer for Meridian Water.

5.1.12 A significant number of new homes are needed in Enfield over the coming years and decades in order to meet existing and future housing need. The minimum delivery target set for Enfield by the London Plan is 798 per annum, with Meridian Water playing a key role in contributing to this. The London Plan (2016) recognises the pressing need to deliver at least 49,000 additional homes across the capital each year, but identified capacity for only 42,000 per year. The Mayor has stated that the next London Plan will aim to deliver at least 50,000 homes per annum.

5.1.13 Housing Zone status supports the delivery of infrastructure projects. A funding package has been secured with key stakeholders including the GLA and Network Rail which includes funding for a third rail track and a new Meridian Water station – both of which will increase train frequency to the area and enable the potential for Crossrail 2 in later phases of development. It is anticipated that the Housing Zone at Meridian Water could support further homes in the surrounding area beyond the boundary of the Edmonton Leaside AAP.

5.1.14 Although the AAP planning period extends to 2032, it is accepted that the scale and complexity of development at Meridian Water will entail a number of projects extending beyond this period. Delivery, phasing and implementation are addressed in further detail in Chapter 14.

5.1.15 The enormous potential for transformation and change is recognised in the Mayor of London's London Plan and Upper Lee Valley Opportunity Area Planning Framework (OAPF), Enfield's Core Strategy, the 2013 Meridian Water Masterplan, subsequent master planning work and this AAP. An overview of the planning policy context is set out in the table below.

5.2 Policy Context

Policy context for Meridian Water

London Plan (2016)

Policy 2.7 Outer London: Economy
 Policy 2.15 Town Centres
 Policy 2.17 Strategic Industrial Locations
 Policy 2.18 Green Infrastructure: The Multi-Functional Network of Green and Open Spaces.
 Policy 3.3 Increasing Housing Supply
 Policy 3.4 Optimising Housing Potential
 Policy 3.5 Quality and Design of Housing Developments
 Policy 3.6 Children and Young People’s Play and Informal Recreation Facilities
 Policy 3.8 Housing Choice
 Policy 3.9 Mixed and Balanced Communities
 Policy 3.11 Affordable Housing Targets
 Policy 3.16 Protection and Enhancement of Social Infrastructure
 Policy 3.17 Health and Social Care Facilities
 Policy 3.18 Education Facilities
 Policy 3.19 Sports Facilities
 Policy 4.1 Developing London’s Economy
 Policy 4.2 Offices
 Policy 4.4 Managing Industrial Land and Premises
 Policy 4.7 Retail and Town Centre Development
 Policy 4.8 Supporting a Successful and Diverse Retail Sector and Related Facilities and Services
 Policy 4.9 Small Shops
 Policy 4.10 New and Emerging Economic Sectors
 Policy 4.11 Encouraging a Connected Economy
 Policy 4.12 Improving Opportunities For All
 Policy 5.5 Decentralised Energy Networks
 Policy 5.6 Decentralised Energy in Development Proposals
 Policy 5.12 Flood Risk Management
 Policy 6.13 Parking
 Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance (2012)

**Upper Lee Valley
Opportunity
Area Planning
Framework (2013)**

1.2 Objectives

Objective 6 - A Lee Valley Heat Network linked to the Edmonton EcoPark

2.1 Employment and Industry

2.2 New Housing

2.3 Mixed-use

2.4 Retail

3.2 The Transport Vision and Challenge

3.4 Improving Rail Connectivity

4.1 Existing Built Form

4.2 Tall Buildings

4.3 Opening up the Lee Valley Regional Park

4.4 Design and Principles

4.5 Development by the Waterways

5.2 The Lee Valley Heat Network

5.3 Waste

5.4 Water Infrastructure

7.2 Guiding Principles for Meridian Water

7.3 Meridian Water Masterplan

7.4 Industrial Land

9.2 A Corridor of Opportunity

TA1 Transport Uses

TA2 New Jobs and Homes

TA3 Summary of the Transport Study Results

TA4 Strategic Landscape Projects

TA5 Flood Risk Management

Enfield Core Strategy (2010)

Core Policy 1 Strategic Growth Areas

Core Policy 2 Housing Supply and Locations For New Homes

Core Policy 3 Affordable Housing

Core Policy 4 Housing Quality

Core Policy 5 Housing Types

Core Policy 7 Health and Social Care Facilities and the Wider Determinants of Health

Core Policy 8 Education

Core Policy 9 Supporting Community Cohesion

Core Policy 12 Visitors and Tourism

Core Policy 13 Promoting Economic Prosperity

Core Policy 14 Safeguarding Strategic Industrial Locations

Core Policy 15 Locally Significant Industrial Sites

Core Policy 16 Taking Part in Economic Success and Improving Skills

Core Policy 17 Town Centres

Core Policy 19 Offices

Core Policy 20 Sustainable Energy Use and Energy Infrastructure

Core Policy 22 Delivering Sustainable Waste Management

Core Policy 24 The Road Network

Core Policy 25 Pedestrians and Cyclists

Core Policy 26 Public Transport

Core Policy 27 Freight

Core Policy 28 Managing Flood Risk Through Development

Core Policy 29 Flood Management Infrastructure

Core Policy 30 Maintaining and Improving the Quality of the Built and Open Environment

Core Policy 33 Green Belt and Countryside

Core Policy 34 Parks, Playing Fields and Other Open Spaces

Core Policy 35 Lee Valley Park and Waterways

Core Policy 37 Central Leaside

Core Policy 38 Meridian Water

**Development
Management
Document (2014)**

DMD 1 Affordable Housing on Sites Capable of Providing 10 units or more
DMD 3 Providing a Mix of Different Sized Homes
DMD 6 Residential Character
DMD 8 General Standards for New Residential Development
DMD 16 Provision of New Community Facilities
DMD 17 Protection of Community Facilities
DMD 18 Early Years Provision
DMD 19 Strategic Industrial Locations
DMD 20 Locally Significant Industrial Sites
DMD 21 Complementary and Supporting Uses within SIL and LSIS
DMD 23 New Employment Development
DMD 24 Small Businesses
DMD 25 Locations for New Retail, Leisure and Office Development
DMD 28 Large Local Centres, Small Local Centres and Local Parades
DMD 29 Individual Shops and Small Clusters of Shops
DMD 37 Achieving High Quality and Design-Led Development
DMD 43 Tall Buildings
DMD 45 Parking Standards and Layout
DMD 47 New Roads, Access and Servicing
DMD 48 Transport Assessments
DMD 52 Decentralised Energy Networks
DMD 53 Low and Zero Carbon Technology
DMD 59 Avoiding and Reducing Flood Risk
DMD 60 Assessing Flood Risk
DMD 61 Managing Surface Water
DMD 62 Flood Control and Mitigation Measures
DMD 63 Protection and Improvement of Watercourses and Flood Defences
DMD 71 Protection and Enhancement of Open Space
DMD 72 Open Space Provision
DMD 75 Waterways
DMD 83 Development Adjacent to the Green Belt
DMD 89 Previously Developed Sites in the Green Belt

Other Sources

National Planning Policy Framework (2012)

Discover Central Leaside - Towards a draft Area Action Plan (2012)

Edmonton EcoPark Planning Brief - Supplementary Planning Consultation on a New Plan for Enfield 2017-2032 (2015)

Meridian Water Masterplan (2013)

Housing and Economic Viability Study, BNP (2013)

Enfield Mini Holland Bid Report (2013)

Enfield Characterisation Study (2011)

Town Centre Uses and Boundaries Review (2013)

Enfield Retail Study Update (2009)

Enfield Retail and Town Centre Study (2014)

Enfield Open Space and Sports Assessment Update (2011)

Enfield Parks and Open Spaces Strategy (2010)

Park Development Framework, Lee Valley Regional Park Authority

Enfield Affordable Housing Economic Viability Study (2014)

Enfield Strategic Housing Market Assessment, ECOTEC (2010)

London Strategic Housing Land Availability Assessment (2013)

Enfield Infrastructure Delivery Plan (2014)

Draft Industrial Estates Strategy (2013)

Employment Land Study, Halcrow, (2006)

Employment Land Study Update, Halcrow, (2009)

Employment Land Review, Roger Tym & Partners (2012)

Enfield Local Economic Assessment (2011)

Enfield Employment and Skills strategy 2014-2017

5.3 Housing

Housing growth

5.3.1 Enfield is experiencing a rapid increase in population and households, driving an acute need for housing growth, similar to the London-wide context. ONS projections show the borough could grow to around 400,000 people by 2032. Enfield's Objectively Assessed Need, based on demographic projections, shows a range from 1,695 to 2,400 units a year, with a mid-point of 2,048 units.

5.3.2 The London Plan (2016) increased the borough's housing target to 798 per annum, from the 2011 plan figure of 560 units. Future iterations of the London Plan are expected to further increase the housing requirements for London, with Enfield's housing target rising further over the AAP plan period.

5.3.3 The Core Strategy set out the need to deliver significant growth at Meridian Water, with 5,000 homes in the plan period (see core policies 2 and 38), making this the most important location for growth in the borough.

5.3.4 The changing circumstances since adoption of the Core Strategy, including population growth and the new London Plan, indicate support for a significantly higher number of housing units at Meridian Water. The Meridian Water development partner has also brought forward proposals for a higher quantum of housing.

5.3.5 It is recognised that additional growth in housing, jobs and supporting services at Meridian Water will lead to higher densities and building heights. To achieve this change the transport infrastructure of the area must be transformed, with a focus on public transport to improve PTALs. Rail improvements are crucial, including moving and upgrading the station, a more frequent service, and the potential for four tracking of the London-Stansted line or Crossrail 2.

A more frequent and comprehensive bus service also must be achieved. A network of walking and cycling routes will enable far better access across Meridian Water, along with a transformed road network that includes a new route over the River Lee Navigation.

Housing Policy Context

5.3.6 Affordable housing is critical to meeting the housing needs of the borough and supporting a sustainable community at Meridian Water. The Council seeks 40% affordable housing units in new developments, applicable on sites capable of accommodating ten or more dwellings, as set out by Core Policy 3 and DMD 1. The Mayor is seeking to raise the London-wide proportion of affordable housing to 50%.

5.3.7 The DMD states that any negotiations on affordable housing provision will take into account the specific nature of the site, development viability, and the need to achieve more mixed and balanced communities, with particular priority to secure affordable family homes. New affordable homes should comprise 70% social rent and 30% intermediate, although for reasons of viability the DMD recognises that a higher proportion of intermediate housing may be sought for some sites east of the A10.

5.3.8 Other forms of lower cost housing could contribute to housing provision at Meridian Water. These include Starter Homes, introduced by the Housing and Planning Act 2016, and the London Living Rent.

5.3.9 Housing Zone funding will also support affordability by providing financial support on developments where it would otherwise be limited on viability grounds.





Illustrative image of new waterside residential blocks with interactive frontages along the River Lee Navigation at Meridian Water (credit: Karakusevic Carson Architects)

Housing Capacity

5.3.10 Both Enfield and London Plan policy acknowledge and make clear that high density levels will only be permitted where it is justified through site-specific planning strategies, and where there are opportunities to comprehensively consider and address specific issues such as transport and social/ community infrastructure.

5.3.11 London Plan Policy 2.13 expects development proposals in opportunity areas to support the strategic policy direction to optimise residential and non-residential outputs and densities and to realise the scope for intensification associated with proposed improvements to public transport. This approach is also supported by London Plan Policy 3.7 which encourages higher densities for larger sites which create a neighbourhood with a distinctive character.

5.3.12 Improving key transport infrastructure, along with the provision of significant new social and community infrastructure will enable the delivery of thousands of new homes. London Plan Policy 3.4 expects plan preparation and planning permissions to maximise housing

potential within the density ranges set out, and according to local context and public transport capacity. The scale of development proposed at Meridian Water is so great that it will have the ability to create its own setting and character.

5.3.13 The most appropriate quantum of growth at Meridian Water can therefore be seen as dependent upon key factors including design considerations and supporting infrastructure.

Housing Mix

5.3.14 Meridian Water will deliver new homes comprising different types, sizes and tenure options to meet a range of needs arising from a diverse population, including families, as set out by Core Policy 38.

5.3.15 The Council seeks a mix of housing sizes as set out in Core Policy 5, with the policy also stating that density of residential development proposals should be balanced with the need to ensure the most efficient use of land whilst respecting the accessibility of transport and other infrastructure.

5.3.16 The housing mix is a key factor driving floorspace requirements, since there is a clear relationship between a higher number of bedrooms and other habitable rooms, and the overall floorspace space which a development requires. There is therefore a balance which must be achieved between the quantum of housing which can be delivered at Meridian Water and the mix of housing units.

Evidence Modelling

5.3.17 The changing circumstances of population growth combined with higher London Plan housing targets and the selection of a master developer, led the Council to undertake evidence base modelling to provide understanding and evidence for the growth potential at Meridian Water. The modelling tested and examined a range of growth scenarios, including at levels of housing and jobs significantly higher than in the Core Strategy, and the results have informed this AAP document.

5.3.18 A range of scenarios were assessed and were selected as follows: the Core Strategy figure of 5,000 housing units, the Council's evaluation criteria for the master developer of 8,000 units, the development partner proposal for 10,000 units, and 12,000 units to examine a higher quantum development scenario.

5.3.19 The housing unit scenarios were further examined through a range of housing mixes as follows: Core Strategy based; Enfield's emerging SHMA; and the master developer proposal. The figures used, as mix of 1 or 2-bed units to 3+ bed units were: Core Strategy 40%:60%; emerging Enfield SHMA 50%:50%, and master developer proposal 74%:26%.

5.3.20 The supporting infrastructure requirements at Meridian Water were also examined, including education, transport, health, retail, leisure and cultural uses, and open space. These requirements were assessed in terms of the land area

and density, having regard to planning policy, guidance and standards, and in consultation with the GLA.

5.3.21 Employment was also included as a variant, based on scenarios of 3,000 and 6,000 net new jobs.

5.3.22 The extent of developable land within the Meridian Water boundary was calculated for the purposes of determining development density, and comprises 52 hectares (see the Meridian Water Spatial Scenario Testing document). The developable area was flexed to understand the effects of Strategic Industrial Location (SIL) designation at Harbet Road, examining the outcome at levels of SIL retention at 100%, 75%, 25% and 0%.

5.3.23 The scenarios were then combined into a single adjustable spatial model able to integrate all variables. The spatial model demonstrated the implications of each permutation of development for factors such as housing and employment densities, building heights, public transport accessibility levels, and open space locations and accessibility. The detailed results of evidence base scenario testing are set out in the Meridian Water Spatial Scenario Testing and Meridian Water Evidence on Housing and Supporting Infrastructure accompanying documents.

Balancing Development at Meridian Water

5.3.24 The development process involves the balancing of complex and sometimes competing factors. The evidence modelling work undertaken (see the accompanying documents Meridian Water Spatial Scenario Testing and Meridian Water Evidence on Housing and Supporting Infrastructure) sets out how development could proceed under a range of scenarios. The evidence shows how, depending on the developable land, the number and mix of dwellings, and the level of supporting services, the densities and building heights vary, while the variation on the quantum of supporting infrastructure required is

established in broad terms: the more dwellings, the more land needed for uses such as schools, retail, community facilities and open space.

5.3.25 In terms of available developable land, the evidence shows that scenarios which retain designated SIL within the Meridian Water boundary would be restricting upon the overall quantum of development achievable for housing units and employment, or lead to building heights which would challenge compliance with amenity light standards. Scenarios involving the retention of more than 25% of the existing SIL would require housing densities not present in any part of outer London with similar locational or accessibility conditions. To achieve higher levels of development at Meridian Water needs a flexible use of land to the east of the River Lee Navigation; this point is further explored when examining the characteristics of higher housing figures below, and in the section on Economy and Employment.

5.3.26 The evidence also shows that significant amounts of land are required for supporting infrastructure at Meridian Water, including schools, retail and healthcare. As such, development proposals at Meridian Water must have full and appropriate regard to the amount of land required by supporting infrastructure.

5.3.27 The London Plan density matrix has three broad classifications of 'suburban', 'urban' and 'central' settings for development, with the number of dwellings per hectare also dependent upon public transport accessibility (PTAL).

5.3.28 The evidence base modelling indicates that an 'urban' level of density (up to 700 habitable rooms per hectare) could be appropriate across the site as a whole. The possibility of 'central' levels of density (up to 1100 habitable rooms per hectare) could also be considered in those locations with suitable characteristics, in particular higher level of PTAL, although

this must also be considered within the local context for the suitability of tall buildings.

5.3.29 For 10,000 new homes and 6,000 new jobs the modelling indicates that - assuming no designated industrial land is retained at Harbet Road and with 26% 3+ bed homes - a density of 192 dwellings per hectare. This is towards the upper end of 'urban' density classification, and assumes PTALs rising to levels of 4-6. The average building height would be between 6 and 8 storeys across Meridian Water, requiring considerable care with the design approach if the overall development is to meet amenity light standard and ensure a high quality public realm and high quality liveable neighbourhoods.

5.3.30 In terms of urban design, the modelling demonstrates that delivering a higher quantum of development under any of the scenarios would require the incorporation of a high proportion of apartment type building typologies (see Meridian Water Spatial Scenario Testing document).

5.3.31 For the housing mix, the scenario testing indicates that the Core Strategy policy compliant 3+ bed unit mix would not be compatible with the other aspirations for redevelopment. This is in part due to the fact that a large proportion of 3+ bed units would not be accessible from street level or have access to terraces or gardens normally associated with family type accommodation. Furthermore the high child yield resulting from the Core Strategy mix would require very high levels of social and educational infrastructure. In combination these effects would either significantly lower the achievable number of homes, or drive building heights up to an unacceptable level for adequate light or overshadowing. A bespoke housing mix at Meridian Water can unlock the potential of the site and meet the high costs needed to deliver the necessary quality and infrastructure requirements.

Policy EL1: Housing in Meridian Water

Part A: Affordable Housing

Development proposals and supplementary planning documents are required to demonstrate that affordable housing is maximised. All residential development proposals at Meridian Water will be expected to achieve a minimum of 35% affordable housing, measured as a proportion of the total number of units, or in part based upon the proportion of habitable rooms. During initial phases of development at Meridian Water, due to site remediation costs and low property values, viability requirements for development proposals may reduce the proportion of affordable housing below the Council's adopted policy. As the development of Meridian Water proceeds rising property values are expected to improve viability, enabling a higher proportion of affordable housing to be achieved, meeting the Council's 40% requirement across Meridian Water as a whole.

The Council will seek to maximise affordable housing at Meridian Water over the lifetime of the project and work towards the Mayor of London's requirement that 50% of development proposals are affordable housing.

The Council will maximise affordable housing in accordance with the preferred Local Plan tenure mix, although other forms of lower cost housing are recognised as potentially contributing to provision of housing at Meridian Water, including Starter Homes and the London Living Rent.

The Council will support appropriate and high quality 'build to rent' schemes as an element of the provision of private housing.

Part B: Capacity for Housing Growth

To meet the needs for increased delivery of housing the Council supports maximising the number of units delivered, within the constraining factors including transport infrastructure, supporting services, and employment floorspace.

Evidence shows that to achieve a higher quantum of residential units within the Meridian Water boundary is dependent upon significant improvements in transportation infrastructure to enable a transformation of PTAL across the site. Upgrades to the railway station, and the number of trains per hour, is critical to achieving this, along with new and improved road routes through the area. The necessity for other uses which support and are driven by residential development, such as schools, retail and open spaces, will increase correspondingly with higher numbers of housing units. The mix of units in terms of number of habitable rooms is also a key determining factor in the number units which can be delivered, with evidence demonstrating the trade-off between the proportion of larger units and overall number of units achievable (see Part C below for Housing Mix). The evidence shows that, subject to mix and tenure, sufficient supporting infrastructure, the de-designation of industrial land and the achievement of high quality urban design, 10,000 new homes could be provided at Meridian Water.

The demand upon the available land at Meridian Water means that a rising number of units will lead to a greater average building height.

Policy EL1 continued...

Development proposals must not result in building heights which lead to poor spatial and design performance, or negatively impact the amenity of other buildings and public realm in terms of light amenity. Also see Policy EL12.

Density levels and building heights will vary spatially across Meridian Water, depending upon specific site character, including transport capacity, access to supporting services and location. Higher density development should be situated in areas with higher levels of accessibility to public transport and/ or where it can capitalise most appropriately on features such as views and open space.

Development proposals in Meridian Water should optimise housing through, where justified and appropriate, achieving higher net housing density levels than the London Plan.

Part C: Housing Mix

Development proposals at Meridian Water must deliver housing which supports a balanced community including high quality family housing.

To meet the needs for increased delivery of housing the Council supports maximising the number of units delivered within the constraining factors including transport infrastructure, supporting services and employment floorspace. Housing mix is a key factor in driving floorspace requirements and therefore relates to the quantum of housing which can be delivered at Meridian Water.

Development proposals and supplementary planning documents are required to maximise family housing in line with Local Plan policy. Development proposals must demonstrate viability requirements if the Local Plan policy requirements are not fully met. For initial phases of Meridian Water, development proposals must deliver a minimum of 25% 3+ bed dwellings and opportunities to deliver a higher proportion should be explored. During the development of Meridian Water improving levels of supporting services, the developing sense of place and rising viability are expected to enable a higher proportion of 3+ bedroom housing to be achieved.

Where development proposals meet only the 3+ bedroom minimum requirement the delivery of 2-bed units of a design which is sufficient in size and layout to support smaller families must be fully explored.

Family units, including units of 3+bedrooms, should be located to maximise access to facilities required by families, such as safe outdoor spaces, which might include on the ground or lower floors of buildings.

This policy should be read in conjunction with Core Policies 3,5 and 38 and DMD 6 to8.



View across IKEA car park

5.4 Economy and Employment

Introduction and Context

5.4.1 To meet the requirement for comprehensive regeneration and development Meridian Water must optimise the delivery of land uses, often at high densities. The evidence set out in section 5.3 indicates the quantum of new housing and supporting infrastructure which can be achieved at Meridian Water with higher levels dependent on the developable land available. This section considers the evidence on employment densities achievable and commercial sectors appropriate for Meridian Water.

5.4.2 The existing economy and employment at Meridian Water is dominated by industrial uses, in particular B2 and B8, to the east of the site at Harbet Road. In the Council's Industrial Estates Strategy (2014), the industrial infrastructure is described as predominantly secondary warehouse and light industrial units, with some trade counter / wholesale uses. There is also significant retail activity at Ikea, Tesco and Ravenside Retail Park, which as situated in the central areas of Meridian Water.

Existing Employment

5.4.3 Current full-time equivalent employment on-site has been estimated as part of the evidence base modelling with reference to up to date and accurate information including the Office of National Statistics' (ONS) Business Register Employment Survey (BRES) and drawing from previous analyses that relied on other methods but that came to similar conclusions.

5.4.4 This analysis showed an estimated 2,600 employees⁵ at Meridian Water comprising 1,100 industrial jobs (mainly within the SIL), 1,100 retail jobs (mainly at Tesco and Ikea), 300 administration support, education, health and public sector jobs, and 100 office jobs. However, a large area of SIL land was cleared in 2015/16 for re-development, and as such the present number is likely to be lower, although this should be seen in the context of a temporary measure.

5.4.5 The de-designation of all employment land at Meridian Water would potentially lead to the displacement of some jobs which would need to be replaced across the Edmonton Leaside area.

⁵Both part-time and full-time employees. The figures quoted are for Lower Super Output Area Enfield O33F and therefore go beyond the boundaries of Meridian Water, hence include some jobs on land to its west.



Manufacturing in Upper Lee Valley can still play a productive role

Comprehensive Regeneration

5.4.6 In order to achieve the transformational change required, Meridian Water must shift in its economic base away from traditional industries, to one based on higher value industry. There must be a supply of land, premises and successful places capable of attracting innovative and high value added companies, reflecting London's dynamic economic sectors. Key sectors which the area could attract include digital and media, ecommerce, the creative industry, pharmaceuticals and high value engineering.

5.4.7 The potential for new job creation at Meridian Water in terms of land and infrastructure was assessed at 3,000 and for 6,000 net new jobs. The modelling and evidence assessment addressed the extent to which Meridian Water could capture a

portion of the office based demand from companies seeking growth or relocation, as evidenced across the wider area through GLA forecasts.

5.4.8 The evidence (see Meridian Water Evidence Base for Employment Land, Industries and Jobs document) shows that Meridian Water is well-placed to capitalise on the trends in the London market of the higher value added office and research activities (B1a/b and B1c use classes), reflecting the forecast growth in information and communication, professional services such as finance and insurance, and scientific and technical activities. This broad sector group is forecast to grow the fastest in LBE and the surrounding area, underpinned by the wider Greater London trend towards higher value added activities. Meridian Water needs to attract high value added sectors,

and this aspiration will be reflected in the new places to work and live, infrastructure, design quality and public realm. The Meridian Water location has particular strengths in terms of its large scale and potential for expansion, its current and planned transport connectivity, its planned social and community infrastructure, and its relative affordability compared with more central London location.

5.4.9 Additionally, the uses supporting residential development will result in hundreds of new FTE jobs being created, mainly in retail and education, but also in the health, transport and leisure sectors. The evidence base modelling assessed the likely additional expenditure arising from new Meridian Water residents, based on a conservative application of GLA and HCA data on expenditure. It estimated that, on average, a net additional expenditure of £8,473 per new resident per annum would result across Greater London, thus also resulting in indirect job creation across Enfield and further afield.

5.4.10 The modelling shows that Meridian Water can achieve very significant employment growth, and that with the right approaches to land use and design, more than 6,000 new jobs can be achieved. Overall, the evidence indicates the employment breakdown at Meridian Water could potentially be as follows:

- Higher value added office and research activities 70% to 90% of total net new jobs;
- Administration support services, education, health and public sector activities 10%;
- Retail (A use class): at 3,000 net new jobs 12% of the total or 6% at 6,000 jobs; and
- It is assumed for this analysis that there would not be industries of the B2 and B8 use classes within the Meridian Water boundary, although such uses are not precluded.

5.4.11 The evidence indicates that the area's existing low employment densities are not compatible with the employment growth needs for Meridian Water and the new population. The Meridian Water area within the red-line boundary will not therefore be suitable for designated industrial land if the comprehensive regeneration of Meridian Water is to progress successfully. To meet this need this AAP removes the Strategic Industrial Location (SIL) designation from the Harbet Road Industrial Estate and the Locally Significant Industrial Site (LSIS) designation from the southern portion of Montagu Road Industrial Estate which lies within the Meridian Water boundary (see Figure 6.1 for the updated locations of industrial land designations within Edmonton Leaside).

5.4.12 To support a more diverse economic base with a higher density of jobs, Meridian Water must configure its land uses far more efficiently. This includes encouraging and supporting business sectors which can operate from multi-storey buildings and alongside or amongst other uses, such as residential, retail and leisure. The Council expects any employment development proposed at Meridian Water to be innovatively designed to provide an attractive place to work. New business opportunities for creative industries and business start-ups, and a hub for innovation and new ideas, will be encouraged and promoted. The Council will encourage building types which intensify and increase the industrial functions on the site, such as an advanced business park form that's vertically stacked, and which contributes to place making. This will also encourage uses and types that help activate the public realm and provide natural surveillance.

5.4.13 Development must enable a higher density and wider range of employment uses, a greater mix of non-employment uses, fewer 'bad neighbour' uses close to new residential development and provide for new transport and access infrastructure to enable the area to integrate well with





Former Industrial Buildings at Meridian Water being re-purposed as Meridian Works to provide a meanwhile use'

Edmonton and the wider area. Any new or retained employment space must be compatible with the new residential neighbourhoods. This approach will also allow for the optimisation of the opportunities presented by the waterfront locations at Meridian Water.

5.4.14 Spatial characteristics of the emerging Meridian Water area must be fully utilised in optimising the economic and employment opportunities. The Meridian Water Station environs will provide the connectivity necessary for office-based sectors. Commercial uses would also be appropriate to the south of the elevated North Circular Road, taking advantage of a location with good access and potentially suitable for higher building types, while providing a buffer for the residential areas.

5.4.15 The absence of an industrial land designation does not preclude the operation of industrial sectors within the B2 and B8 uses. Such uses could be accommodated at the eastern part of Meridian Water where the manoeuvring of heavy goods vehicles (HGVs) can be through direct access to Harbet Road. Good design must be used to ensure the efficient use of land, through developing multi-storey buildings, and an appropriate relationship with neighbouring uses.

5.4.16 To ensure the Meridian Water can encourage and support businesses in high-growth sectors, a state of the art fibre optic communications network must be developed.

5.4.17 Recognising the opportunities coming forward in Meridian Water, the Council also has an opportunity to provide new, cost efficient space for smaller business occupiers across the development area. The Council's Local Economic Assessment (2012) indicates low rates of new business start-ups and whilst the 2012 ELR recognises that very few new small units are being developed in the borough. Most occupiers seeking small units are accommodated on the shrinking local industrial portfolio in less appropriate units. A large comprehensive development scheme, such as Meridian Water, is an opportunities to provide this type of space.

5.4.18 The large scale and extended timeframe of development at Meridian Water, combined with the control offered by Council ownership of significant land holdings, provides an opportunity for imaginative meanwhile uses to have an important role in activating the site, including in creating new types of employment. Meanwhile uses will inhabit existing buildings and spaces, as well as temporary structures, such as shipping containers.

Policy EL2: Economy and Employment in Meridian Water

To support the scale of development at Meridian Water and deliver the requirement for net new jobs the economy will undergo transformational change. There must be an efficient and effective configuration of land uses which supports the growth of key economic sectors and results in a strong and diverse economy. As such the restrictive SIL and LSIS industrial land designations within the Meridian Water boundary are not compatible with either the economic and employment objectives, or the wider aims of transformational change. The evidence shows that, subject to sufficient supporting infrastructure and the achievement of high quality urban design, 6,000 to 7,000 net new jobs could be delivered at Meridian Water.

Development proposals and supplementary planning documents are required to demonstrate how they will support:

- Intensification of land uses and the introduction of higher density development, including multi-storey buildings, that increases employment and job growth in comparison with the baseline;
- Higher value added activities and industries that yield higher job densities, in particular in the B1(a), B1(b) and B1(c) use classes;
- Opportunities for creative and cultural industries, digital and media, ecommerce, pharmaceuticals and high value engineering sectors;
- High quality and innovative design providing an attractive place to work which does not compromise the viability of other activities

and developments, including of neighbouring residential developments;

- Support transport connectivity improvements, including pedestrian and cycle links to public transport nodes and new and existing residential areas;
- A comprehensive landscape scheme which includes public realm improvements and capitalises upon the Lee Valley Regional Park and waterways;
- Active frontages, especially along the Causeway, Lee Navigation River and around the rail station;
- Development of a state of the art fibre optic communications network; and
- A contribution to local labour initiatives and employment skills training, including of Meridian Water construction jobs for the local population, in line with the Council's S106 Planning Obligations Supplementary Planning Document. Where appropriate, the Council will explore and support meanwhile uses, in existing buildings or temporary structures, for the development of new types of employment.

Relocation of Businesses

This policy should be read in conjunction with Policy EL15, Part D: Relocation of Businesses.

This policy should be read in conjunction with Core Strategy Policy 14 and 15, DMD policies 23 and 24, and London Plan Policy 2.17.



**Illustrative image of Station Square with retail at Meridian Water
(credit: Karakusevic Carson Architects)**

5.4.19 Redevelopment of the existing employment land will require the relocation of the bus depot at Harbet Road. The Council will work with Arriva in finding a suitable location in terms of size and surrounding land uses. Proximity to main bus corridors is an important consideration in relocating bus depots as this reduces the time spent travelling between the depot and the bus route. Where relocation of the bus depot requires existing businesses to be relocated, the Council will work with owners (and occupiers), prior to any development taking place, to relocate to appropriate premises in employment or mixed use areas defined in the AAP area, or other locations within the borough. TfL will be engaged in this process to ensure there is no net loss of overall bus capacity or if they agree that the bus garage is no longer required. This reflects guidance set out in the Mayor's Land for Industry and Transport SPG (2012).

5.5 Meridian Water Town Centre

5.5.1 A new town centre will be developed at Meridian Water to support the growing community. The centre will be focused on meeting local needs, ensuring convenient access, especially by foot, to goods and services needed on a day to day basis. The centre will also provide a focus for community interaction and has the potential to create a location for cultural and civic activities and a café and dining culture.

5.5.2 While growth at Meridian Water does require increased retail provision, the Council expects the new retail centre to complement rather than compete with the surrounding district centres of Enfield and Haringey. Edmonton Green is subject to significant regeneration efforts, including comparison floorspace delivery, and across the borough boundary south into Haringey both Tottenham and Northumberland Park will also undergo significant investment and regeneration during the plan period.

5.5.3 The town centre uses at Meridian Water will be located along the Causeway, River Lee Navigation and around the railway station. There is significant potential for retail (A1), restaurants and cafes (use class A3) and bars (use class A4) to create an identity for Meridian Water.

5.5.4 The new town centre at Meridian Water is expected to grow as the new community expands and the area transforms. However, any development in Meridian Water over and above that set out in this AAP should be supported by an up to date retail study or similar document demonstrating need, and would have to

Policy EL3: Meridian Water Town Centre

There will be a new town centre at Meridian Water to provide the location for retail and other A-Class uses and designed as a hub for the community. The new town centre will provide primarily for the local needs of Meridian Water, with potential to develop a café and restaurant culture.

The town centre at Meridian Water must function as a diverse and vibrant entity, and therefore the retail and other A-use class floorspace must be provided as a range of multiple units and not as a single large unit. Shop frontage must be not more than 6-8 metres in width. Double frontages must be separated by a minimum of two single frontages.

Development Proposals for A-Class uses, and supplementary planning documents showing A-Class uses, will be permitted in the following locations:

- Fronting on to the Causeway, in particular concentrated between and including the existing Glover Drive and the crossing over the River Lee Navigation;
- Around the railway station, including the station and its immediate environs, and in adjoining public squares and

highways to the west and east; and

- Fronting on to the River Lee Valley Navigation.

Waterfront locations, in particular along the River Lee Navigation, will be viewed favourably for a concentration of A3 and A4 uses, especially where the Causeway and waterway intersect.

Development Proposals for A-Class uses, and supplementary planning documents showing A-Class uses, which, cumulatively with existing and extant planning permissions lead to provision greater than 2,000 square metres must demonstrate evidence that there would be no adverse effect on neighbouring centres and is in proportion to the growth in local demand.

Subject to viability, the town centre will be expected to deliver on-site affordable floorspace provision for small and independent shops.

This policy should be read in conjunction with Core Strategy policies 17 and 18, DMD policies 25, 28, 29, 32, and London Plan Policies 2.15 and 4.8.



Ravenside Retail Park and North Circular Road

be developed through a phased approach that would not harm the vitality and viability of other centres.

5.5.5 Evidence from modelling (see Meridian Water Evidence on Housing and Supporting Infrastructure document) indicates a range of retail floorspace requirements, dependent upon the quantum and mix of residential development - 10,000 new homes could require 5,400 square metres at the minimum mix of 3+ bedroom housing units.

5.5.6 The net increase in retail floorspace at Meridian Water does not include existing retail provision at the extant stores of Tesco, Ikea, or at the Ravenside Retail Park.

5.5.7 To encourage a vibrant and diverse local shopping environment, a variety of occupants will be encouraged across Meridian Water. The width and height of the shops make a significant contribution to the character and the rhythm of the street. The width of each shop will therefore be limited to 6-8 metres, with restrictions on double fronted shops.

5.5.8 The town centre will need to provide for small and independent shops in accordance with DMD 29. As it will be a new town centre, affordable units may be required within the centre itself rather than off-site, subject to viability considerations. Affordable floorspace should be provided to help maintain and enhance the centre's social and economic offer.

5.6 Ravenside Retail Park

5.6.1 Ravenside Retail Park is located in the north of Meridian Water, south of the North Circular, and faces the dual carriageway of the busy North Circular Road.

5.6.2 While Ravenside Retail Park plays a role in the borough's retail hierarchy and provides an out-of-town retail function, the Enfield Characterisation Study highlights the negative streetscape impacts of such types of 'big box retail'. The location has low permeability and act as a barrier to pedestrian and cycle movement. Reconfiguring Ravenside Retail Park to improve urban design through active frontages, increased pedestrian accessibility, minimised surface car parking, and improved green landscaping, would greatly enhance the quality and appearance of the area.

5.6.3 The London Plan is clear that out of town retail parks can have a positive contribution to retail where they complement and do not compete with town centres. Out of town retail parks offer comparison retail for bulky items however, due to their nature and location, they are typically car dependent and require large car parks.

5.6.4 Policy support for reconfiguring and intensifying retail provision is provided through the London Plan. Modern retail units at this location can increase employment opportunities and capitalise on the increased public transport accessibility and customer base at Meridian Water. Further policy support for Ravenside Retail Park is required to assist with public realm improvements, place-making and connectivity.

Policy EL4: Ravenside Retail Park

Development proposals and supplementary planning documents at Ravenside Retail Park must demonstrate:

- Integration with the existing and planned urban grain at Meridian Water and other areas of Edmonton Leaside;
- Improvements to the public realm, including active frontages and green landscaping; and

- Improve access and movement with other parts of Meridian Water and Edmonton Leaside, in particular for pedestrians and cyclists.

This policy should be read in conjunction with Core Strategy policies 17, 18 and 38, DMD policy 25 and London Plan Policy 2.15.



Example of Modern School Design

5.7 Community Facilities

5.7.1 Provision of social and community infrastructure for residents, workers and visitors is vital to enable the successful regeneration of Meridian Water. Social infrastructure includes schools, nurseries, health centres, and community centres and rooms. The Council supports a multi-functional/ co-locational approach to community uses. This flexible use of facilities, for example school sports halls and outdoor games areas, which can be used by local residents during evenings and weekends, will improve the efficiency of use in terms of land and buildings. This has the additional advantage of encouraging a sense of community, creating opportunities for social interaction, and supporting cohesion. Social and community infrastructure will support the integration of the new and existing communities. The Council will expect a community use plan to be submitted in support of planning applications for uses of this nature.

Education

5.7.2 The growing population at Meridian Water will include a significant proportion of families with children, driving a need for new primary and secondary schools, and early years' facilities. These schools will be expected to serve the local population within close proximity of the new residential areas. The development of one or more all-through schools (combining early years, primary and secondary facilities on one site) is viewed favourably. The number of schools to be provided should be in line with the relevant Enfield and/or Greater London approaches to calculating child yield.

5.7.3 The evidence modelling (Meridian Water Evidence on Housing and Supporting Infrastructure document) indicates a range of school places requirements, dependent upon the quantum and mix of residential development (see section 5.3 on housing). On the basis of GLA standard child yield, 30 students per class and two forms of entry for a primary school and eight forms of entry for a secondary school, 10,000 new homes at the minimum mix of 3+bedroom housing units would require a minimum of 3 primary and 1 secondary schools. As the development progresses and grows it is vital to monitor child yields and update the school places requirements to meet the educational need.

5.7.4 New education provision at Meridian Water should meet need arising from the development in locations accessible to homes within that development. The Council's strong expectation and preference is for the need to be met within the Meridian Water boundary. The provision must be timed in accordance with the phasing of the delivery of these new homes and be consistent with the levels set out in the preceding paragraph. The land requirement should meet either the appropriate Department for Education guidance, or be agreed with the planning authorities, in line with the London Plan's approach of maximising the efficient use of land, promoting co-location of uses to achieve this objective.

5.7.5 Innovative design will be encouraged to make efficient use of land, including fully exploring multiple storey buildings, multiple use games areas (MUGA) and design options such as locating play space on the roof. The option to meet the need for outdoor sports pitches through accessible off-site provision should be

explored. The pitches must be provided at a distance of not more than 400m from the school entrance and be able to be conveniently and safely accessed. Areas of underused open space to the east and north east of Meridian Water could provide suitable locations for this (see Section 5.10 below). The LVRPA will play a critical role in enabling this to be located within neighbouring parkland. Contributions to education provision may be sought in accordance with the S106 Planning Obligations SPD and in the longer term via Community Infrastructure Levy to support the delivery of suitable accommodation.

5.7.6 Early year classes (0-4 years) should also be provided in locations accessible to homes within the Meridian Water boundary. The establishment of early years facilities by private providers will be supported. One or more children's centres could provide early years places and would also offer support for parents and incorporate other community facilities such as meeting rooms.

Policy EL5: Community Facilities in Meridian Water

Development proposals and supplementary planning documents must ensure that community facilities in Meridian Water:

- Serve the local population and cater for the needs of both the new and existing communities
- Are suitably located to be easily accessible on foot or by bicycle and with good accessibility for all levels of personal mobility and by the new and existing communities;
- Where possible located in the town centre, or a community hub, to enable a well-connected

neighbourhood;

- Support co-location and multi-functional uses so that they can accommodate a variety of different uses; and
- Support community groups or organisations to deliver and manage various community facilities.

Education

The growth of new residential areas requires the provision of sufficient education facilities at Meridian Water. Development proposals and supplementary planning documents

Policy EL5 continued...

must be supported by adequate provision for new primary schools, secondary schools, and early years facilities at a level consistent with expected child yield and in locations accessible to the homes in that phase of development. The Council's strong expectation and preference is for the need to be met within the Meridian Water boundary. The calculation of pupil places required will be on the basis of child yield according to the quantum, tenure and mix of housing proposed. As the Meridian Water development is built and grows it is vital to monitor child yields and update the school places requirements to meet the educational need. Financial contributions may be sought to ensure the need for school places is met.

Due to the high density of development at Meridian Water, innovative design of buildings and outdoors space may be necessitated to make efficient use of land. This might include fully exploring multiple storey buildings, multiple use games areas (MUGA) and design options such as locating play space on the roof.

Meeting the need for outdoor sports pitches through off-site provision should be fully considered. The pitches must be provided at a distance of not more than 400m from the school entrance and be able to be conveniently and safely accessed.

Within Meridian Water, schools should be located so as to be accessible for pupils whilst considering the movements and traffic flow of other land uses in the area.

During out-of-school hours, the Council will support the efficient use of educational space for community use, provision for sports and social activities and places of religious worship.

The co-location of early years facilities with other community uses (for example a library, hall, community centre or school) will also be supported.

Healthcare

The Council will continue to work with its partners to ensure that appropriate modern healthcare facilities are delivered in locations accessible to the housing in that phase.

The calculation of healthcare facility floorspace requirements will be on the basis of the quantum and mix of housing proposed, and consultation with the relevant primary healthcare organisations.

The primary healthcare facilities should be easily accessible for all Meridian residents and preferably located in the new town centre, at a community hub, or close to a transport node.

Development proposals may be expected to make a financial contribution towards provision of primary healthcare facilities.

The potential for co-location of health services may allow local residents more flexible access to services.

This policy should be read in conjunction with Core Strategy policy 7, 8 and 11, DMD policies 16, 17 and 18 and London Plan Policies 3.16, 3.17 and 3.18

Healthcare

5.7.7 Enfield has significant health inequalities across the borough, with the existing population at Edmonton Leaside and the wider Edmonton area experiencing relatively lower life expectancy than the national average, and higher rates of health issues, such as obesity.

5.7.8 Regeneration and change, in particular at Meridian Water, provides the opportunity to address broad healthy lifestyle issues. The delivery of community and social infrastructure will enable residents to live healthy and active lifestyles. This will mean, for example encouraging the use of active and sustainable modes of transport such as walking and cycling, providing new open and play space to facilitate active and passive recreation opportunities, and ensuring access to healthy food. Existing health inequalities will also be addressed by increasing access to education and employment opportunities. Community facilities which encourage these behaviours will be supported within Meridian Water.

5.7.9 New primary healthcare facilities will be required to ensure that all residents within Meridian Water have access to a good quality, local healthcare service.

5.7.10 The evidence modelling (Meridian Water Evidence on Housing and Supporting Infrastructure document) indicates a range of floorspace requirements for healthcare, dependent upon the quantum and mix of residential development (see section 5.3 on housing). Ten thousand new homes would require 2,000 square metres at the minimum mix of 3+-bedroom housing units, with up to 2,400 square metres at a Core Strategy compliant mix. At 8,000 homes the range is 1,700 sqm to 1,900 sqm, and is highest for 12,000 homes at 2,500 sqm to 2,900 sqm.

5.7.11 The Council will continue to review the requirement for healthcare services as the population at Meridian Water grows and changes, and taking account of any specific health needs within the area.

5.8 Transport Infrastructure

The Causeway

5.8.1 The Causeway will consist of a strategic east-west link and community focused route running through Meridian Water and connecting with the surrounding areas. The Causeway will form the core spine road around which Meridian Water can be structured and delivered, and which will unite the entire site.

5.8.2 The Causeway was introduced as a development principle in the Core Strategy (Policy 37) and further developed in the 2013 Masterplan. It is being carried forward as a key element of more recent master planning work.

5.8.3 The Causeway will be a vibrant and attractive east-west route serving a catchment beyond the new development

in Meridian Water. It will enable social interaction through a series of community focused public spaces, squares and a local shopping centre. The design will encourage sustainable transport modes by accommodating and prioritising public transport routes and generous space for cyclists and pedestrians as well as private vehicles. It will respond to climate change by integrating Sustainable Urban Drainage Systems (SuDS), water features and large trees to ameliorate climate extremes.

5.8.4 The Causeway is expected to link directly to Edmonton Green by connecting to the existing Greenway which lies at the south of Edmonton Federation Cemetery, between Edmonton Green and Montagu Road. It will also open up the links to valuable surrounding landscape assets such as the Lee Valley Regional Park and waterways, and the existing strategic Lee Valley walking and cycling routes.

Policy EL6: The Causeway

Part A: Design

The Council will work with its partners and stakeholders to implement the Causeway and maximise connectivity across Meridian Water. The route of the Causeway is set out in Figure 5.1.

The Causeway should comprise a spine route across Meridian Water and be navigable along its length by pedestrians and cyclists, with clear, safe and direct pedestrian and cycle provision. The Causeway should be accessible by vehicular traffic between Glover Drive in the west and Harbet Road in the east. The Causeway will include a crossing over the River Lee Navigation Canal.

Development Proposals and supplementary planning documents that include part of the entire

Causeway route must:

- Support the delivery of a continuous link route across Meridian Water and beyond;
- Incorporate the Causeway in the design;
- Actively contribute to enable the delivery of the Causeway through design, layout, orientation and facilitation;
- Prioritise the route as the primary route for orientation, navigation and connectivity at Meridian Water;
- Show how other routes provide connectivity to the Causeway and enable connectivity within and beyond Meridian Water;
- Demonstrate how safe and convenient access to the station

Policy EL6 continued...

across the A1055/ Meridian Way can be improved in line with the growth proposed;

- Be led by a public realm and landscaping approach to ensure a sufficient quality of development;
- Allow for the accommodation of meanwhile uses and temporary activities;
- Prioritise pedestrian and cycle users, wherever practical and feasible; and
- Provide clear and consistent signage along the entire route, including on-street markings.

Part B: The Causeway as a Place for Interaction and Communities

The Causeway will connect Meridian Water's new neighbourhoods and play a key role in linking Meridian Water to the wider area, integrating with existing residents and communities.

Development proposals and supplementary planning documents that include part of the entire Causeway route must:

- Demonstrate how resident and employee access to supporting uses is maximised, including retail, health centres, open space and schools.
- Show how the Causeway is utilised as a key location for community infrastructure and the clustering of A-Class uses;
- Ensure active frontages to the Causeway on both sides;
- Ensure no parking between the building frontage and the Causeway, with the only exception being on-street single-width parking;

- Demonstrate a safe relationship with traffic on the Causeway; and
- Where appropriate and feasible, encourage evening use and activity, taking into account the amenity and safety of adjacent uses and residents.

Part C: The Causeway as an Infrastructure Corridor

The Causeway will form a key route for essential infrastructure, including high speed broadband, decentralised energy, gas and electricity networks and other infrastructure.

Development proposals and supplementary planning documents that include part of the entire Causeway route must:

- Demonstrate how the Causeway route will act as the trunk route for servicing and subterranean infrastructure, including details of how the routes will positively and proactively connect to the Causeway route and servicing on adjacent sites;
- Show how the design will minimise disruption from future maintenance and road works, wherever possible using shared channels and space set away from the main highway in order to allow maintenance and servicing to take place without disrupting the highway network; and
- Give consideration to the possibility of including the latest waste disposal systems, for both household and business waste collection.

This policy should be read in conjunction with Core Strategy Policies 37 and 38, and DMD 37.

Causeway Safeguarded Route

5.8.5 The design should reflect its dual role as a route and as a destination, supporting retail, leisure, community and cultural uses, reflecting and complementing the character of the surrounding neighbourhoods.

5.8.6 The safeguarded route is articulated in four sections, each having a specific rationale informing its alignment and width. The safeguarded route is identified by a no-build corridor with a variable width, indicating the minimum distance between buildings and permanent structures. Meanwhile uses and temporary buildings can be located within this corridor only if their presence does not interfere with the Causeway’s alignment. Cycle lanes will be provided along its entire length. A further Causeway connection to the station is shown across the A1055, and each stage

of development must show how pedestrian and cycle flows to the station will be enabled and improved.

5.8.7 **Segment 1** - starts at the junction of the existing Glover Drive with Meridian Way to the west and ends just beyond eastern limit of the IKEA store before crossing the Pymmes Brook. The alignment of Glover Drive will be retained as it serves the Tesco Extra and IKEA stores. The profile of Glover Drive will be reconfigured to accommodate cycle lanes in each direction, generous pavements, and landscaping. The corridor width in this section is 32 m.

5.8.8 **Segment 2** - begins where Section 1 ends, and continues to the bridge landing on the east bank of the River Lee Navigation. Two new bridges are required over the branches of the Pymmes Brook. The main constraints in this section are represented by the Ravenside Retail

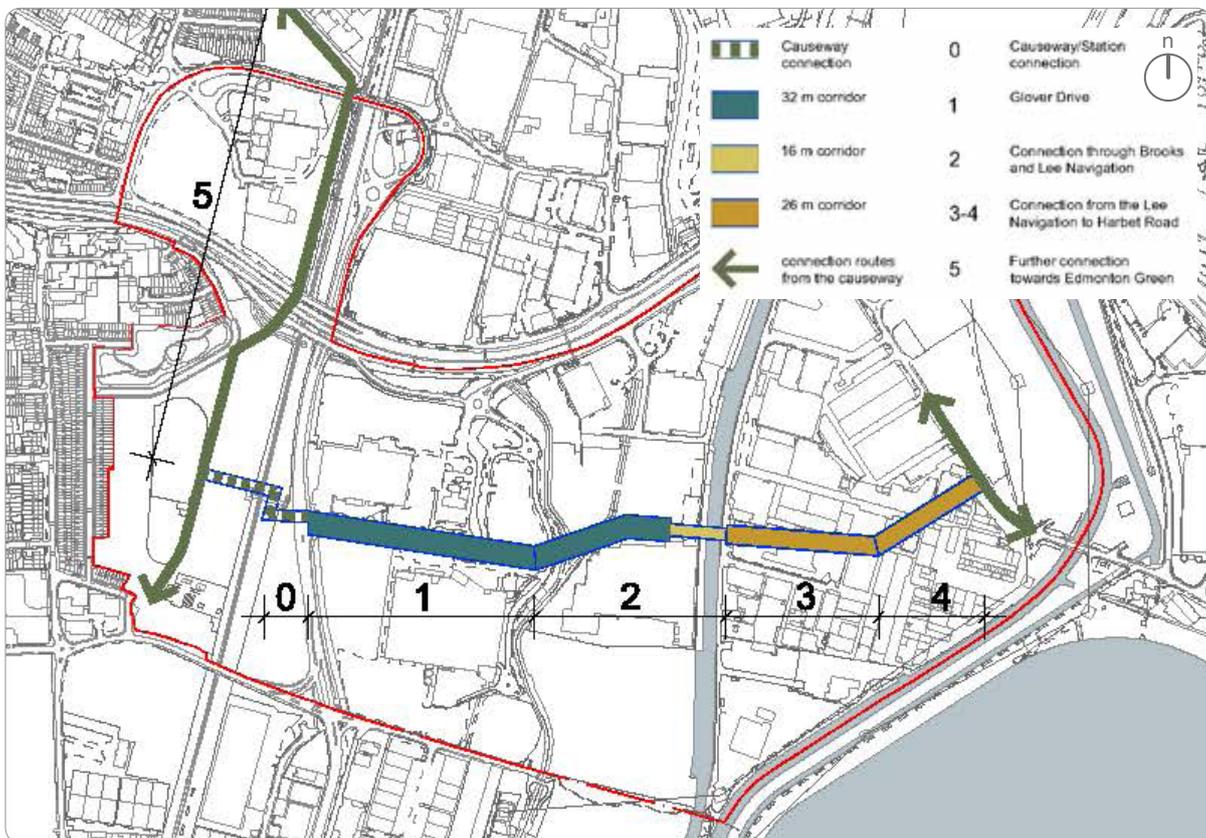


Figure 5.1: The Causeway Route

Park to the north and the shed buildings (Meridian Works) to the south, which are being refurbished and re-used to house creative industries. The crank in the Causeway alignment allows retention of the sheds and promotes traffic calming. The Causeway corridor width reduces from 32m to 26m, becoming a single carriageway and reinforcing the traffic calming. To bridge over the Lee Navigation the Causeway begins to rise 50m west of the waterway bank, and similarly lands 50m east of the waterway's east bank.

5.8.9 Segment 3 – begins where the bridge over the Lee Navigation lands on the east bank. The alignment of the second section is maintained into the third section. The alignment is also informed by public transport requirements: to introduce an effective bus service requires that pedestrian access to the bus stops is located a maximum of 200

m from any residence. This generates a catchment area that can be utilised most effectively through this central location of the Causeway. The corridor width in this section is 26m.

5.8.10 Segment 4 - responds to a very specific constraint: the presence of a water tunnel approximately 10 metres underground. To limit building costs over this tunnel the Causeway adopts the alignment of the tunnel until it forms a junction with Harbet Road.

Transport Modes and Connectivity

5.8.11 At present, although the North Circular Road provides a good level of road connectivity for Meridian Water, there is poor access to public transport, particularly at Angel Road Station, and train services are infrequent. Improving access and connectivity for all modes,



Figure 5.2: Indicative Connectivity Plan (KCA); there must be good connectivity within Meridian Water and to the wider area.



Illustrative Image of Meridian Water Station approach from the east (credit: Karakusevic Carson Architects)

including buses, cycling and walking, is integral to achieving successful regeneration at Meridian Water and the integration of Edmonton Leaside as a whole. Figure 5.2 indicates how the connectivity network should provide ease of movement within Meridian Water and to the wider area. The transport network within the wider Edmonton Leaside area, including of bus routes, is covered further in Chapter 11.

Angel Road/ Meridian Water Station

5.8.12 The improvements at the new Meridian Water station must encourage sustainable transport through the provision of a good interchange between trains and other modes of transport. Station improvements will be complemented by a network of better routes and streets, which effectively link in all directions from the station. A more frequent and

reliable rail service is necessary to support development and regeneration within the entire Upper Lee Valley.

5.8.13 The existing station offers users a very poor quality experience due to a number of critical issues:

- The station is surrounded by a dual carriageway to the north, east and south and is adjacent to a scrap-metal yard to the west, which severely restricts the station's accessibility and isolates it from the surrounding areas of housing, industry, retail and leisure;
- The current entrance is accessed via steep steps on the north side of Conduit Lane (the flyover to the north of the station), which then leads pedestrians back under the flyover and along a long narrow pathway, which follows the train line southbound to the platforms, a route which is long and fails to provide a sense of security for users;

- The train frequencies for Angel Road/ Meridian Water do not meet the Mayor's aspiration for a minimum four train per hour suburban service in London, with no trains calling at the station between 10:00 and 15:30; and
- The station is lacking in basic facilities such as real time passenger information.

5.8.14 Improvements to the station will transform access and integrate the station with the wider area through good strategic and local connections. The changes will provide a direct connection to Meridian Water, while the introduction of a bus hub will further add to the public transport connectivity in this area.

5.8.15 Enhancing the station itself will make it more accessible and attractive to users, while the increased frequency of

the rail service to Meridian Water, through the provision of additional track, will be required to significantly increase passenger numbers.

5.8.16 The Council and its partners the GLA, Transport for London, Network Rail, and Abellio Greater Anglia (train operator) have reached an advanced stage in planning major improvements to the existing Angel Road station to create a high quality, safe, approachable and useable facility on a phased basis. Network Rail and the GLA have pledged funding to enable the creation of the third tracking scheme from Stratford to Angel Road station, which will be re-named as 'Meridian Water'. The investment in the Stratford to Angel Road (STAR) scheme, with its additional track, will allow a four trains-per-hour service at Meridian Water,

Policy EL7: Rail and Bus Improvements

The Council and its partners the GLA, Transport for London, Network Rail, and Abellio Greater Anglia (train operator), will work closely to secure major improvements to Angel Road station supporting the regeneration of Meridian Water and wider area.

Changes will include the following:

- Angel Road station relocated south and renamed 'Meridian Water Station' - to create an integrated transport hub with the new bus interchange on Meridian Way. This would enhance access to the station and greatly improve the experience of public transport users, providing an immediate connection between Meridian Water, Edmonton Leaside and the wider North London region;
- Lengthening of the platforms to

the south of the North Circular (A406) to create new entrances on both sides of the railway to the east and west which will connect to the Causeway (see Policy EL6)

- Improved bus interchange connecting Meridian Water to the wider North London region;
- Provision of real time information to improve the experience of public transport users
- Safe, secure and Disability Discrimination (DDA) compliant accesses integrated with the station; and
- Disabled and staff parking provision.

This policy should be read in conjunction with Core Strategy Policy 26



River Lee Navigation and Existing Bus Depot – the waterway and towpath make a significant contribution to the green and blue networks connecting Meridian Water

rising later to an eight trains-per-hour service. The improved service will provide much better public transport accessibility, which in turn will support the density of housing development proposed.

Bus Interchange

5.8.17 A new bus interchange will be provided, creating a transport hub and connecting bus services to the station. Alongside the greatly improved station accessibility, this will further enhance Meridian Water's public transport network, enabling effective travel to and from Meridian Water with reduced dependence on the private car. The new transport infrastructure will connect Meridian Water more effectively to the wider region and key locations such as the City, Stratford, Canary Wharf, City Airport, Stansted Airport and Cambridge. For further context and policy on buses at Edmonton Leaside, see Chapter 11, and Policy EL23.

Cycling and Walking

5.8.18 Significant investment is being made in Enfield's cycling and walking infrastructure to encourage more people to use these sustainable and healthy modes, for example through the Cycle Enfield scheme. The potential for the extension of the Mayor's cycle hire scheme to this area should also be considered, with a location near to the station identified to provide the necessary infrastructure. Access to Meridian Water from the wider network and links to other key centres will be an important element of the transport offer, with the Causeway providing a key route through the area. Also see the policies on cycling EL21 and EL22.



Parking

5.8.19 The use of cars in an urban area is affected by a range of factors, including the provision and extent of public transport, walkability, cycle safety and the accessibility of destinations.

5.8.20 It is likely that the parking ratio will vary across the site to reflect the level of access to public transport and the opportunities for active travel. Private car parking provision will be in line with the minimum recommended by applicable standards in the London Plan and DMD and where possible within the plot. Provision of Car Club spaces and membership will be highly encouraged and follow recommended level of provision as set out in the London Plan and DMD guidance.

5.8.21 In broad terms higher levels of residential and commercial development will reduce the ratio of parking spaces available. The evidence modelling (Meridian Water Spatial Scenario Testing document)

shows how parking ratios at Meridian Water will vary according to the quantum of development: at 10,000 units the evidence indicates the Meridian Water-wide residential parking ratio to be an average of 49%.

5.8.22 Parking spaces have an impact on both the public realm and the housing typologies. Delivery of parking spaces for vehicles is likely to take significant space. A majority of residential parking is expected to be through building podiums, with a smaller quantum provided on street.

5.9 Flood Risk Mitigation

5.9.1 Meridian Water is crossed by two brooks, one canalised river and an overflow channel. Fluvial risk is therefore a key consideration to the development of the site, along with other forms of flooding, such as surface water, as set out in the Level 2 SFRA.

5.9.2 In conjunction with the green infrastructure, waterways must be managed to ensure Meridian Water's resilience against climate change, bringing benefit to immediate communities and the wider region.

5.9.3 As a large area of previously developed land with extensive flood risk, redevelopment at Meridian Water

represents an excellent opportunity to improve flood risk management that will benefit future users of the area and maximise development opportunities.

5.9.4 Enfield's Level 2 Strategic Flood Risk Assessment (SFRA) presents and summarises the flood risk at Meridian Water, together with requirements and recommendations for flood risk management. Development proposals must respond directly to the findings and requirements of the SFRA whilst maintaining compliance with the policies set out in the NPPF, London Plan, Core Strategy, Development Management Document and the requirements of the Environment Agency.

Policy EL8: Managing Flood Risk in Meridian Water

The Council will continue to work in partnership with the Environment Agency, the Lee Valley Regional Park Authority, Thames Water and the Canal & River Trust to secure an integrated and sustainable approach to the management of development and flood risk through complementary flood mitigation and water management measures.

All developments must be safe from flooding and must not increase flood risk elsewhere. Development proposals must be supported by a detailed technical assessment of the flood risks and appropriate mitigation measures. All development will require a detailed site specific Flood Risk Assessment (FRA) to be submitted with each individual planning application, in accordance with the requirements of the NPPF,

Enfield's Level 1 SFRA and the recommendations of the Level 2 SFRA.

Development proposals must incorporate the principles of Water Sensitive Urban Design. Surface water discharge rates should be limited to greenfield runoff rates throughout the development and proposals should demonstrate application of the SuDS Management Train (The SuDS Manual, CIRIA) prior to discharge of surface water runoff. SuDS features should be connected and integrated with landscape as much as possible and planted to enhance biodiversity.

Development proposals must set out a clear approach to flood risk management and demonstrate a coordinated relationship with



Illustrative image of soft landscaping along Pymmes Brook, contributing to mitigating flood risk and provide amenity (credit: Karakusevic Carson Architects)

Policy EL8 continued...

surrounding interfaces, including utilities corridors; proposed ground levels and buildings; carriageways, cycleway and footway corridors; landscape features; building drainage; as well as managing health and safety risks.

Any land identified as potential for offsite flood storage should preferably be located close to the proposed development site and preferably lie within the Edmonton Leaside area, so minimising the disruption to local flow patterns

and flood mechanisms which could otherwise result due to displacement of water.

Planning obligations will be sought for any development where there is a risk of flooding and flood mitigation infrastructure is required.

This policy should be read in conjunction with Core Strategy Policies 28 and 29, DMD policies 59, 60, 61, 62 and 63, and London Plan Policy 5.12.

5.9.5 The Environment Agency is updating its requirements for climate change allowances to a higher level than those used to prepare the Level 2 SFRA and the Environment Agency's own fluvial modelling. Driven by these revised climate change allowances, the Environment Agency is undertaking an update to its fluvial modelling. Where Flood Risk Assessments for development proposals are submitted prior to the completion of the EA's modelling work, it is incumbent on the developer to undertake fluvial modelling in a manner acceptable to the Environment Agency and Enfield Council.

5.9.6 Flood mitigation requirements will create considerable competition for space across Meridian Water, both above and below ground, and must therefore be fully integrated at an early stage within the detailed design of streets, buildings and spaces.

5.9.7 Whilst flood risk should be managed as much as possible within the development site and close to the associated watercourses, it is recognised that achieving sufficient developable land for the quantum of growth required at Meridian Water might require flood mitigation measures in the wider Edmonton Leaside area and beyond.

5.9.8 Development proposals must be supported by a detailed technical assessment of the flood risks and appropriate mitigation measures. Flood management measures at Meridian Water could incorporate modifications to the existing flood risk management infrastructure, or consider further measures such as raising and lowering ground levels; widening, reshaping and restoration of watercourses; and creating offsite flood storage.



Illustrative image of new public realm along the River Lee Navigation at Meridian Water (credit: Karakusevic Carson Architects)

5.10 Leisure and Open Space

5.10.1 To the east of Meridian Water is the Lee Valley Regional Park (LVRP), areas of designated green belt, as well as the River Lee Navigation and Banbury Reservoir, which creates a green corridor within the urban area. The LVRP comprises a network of open spaces, but Meridian Water is located at one of its narrowest points. Elsewhere throughout its 26 mile length, the Park is home to numerous leisure and recreational facilities. The character of the Lee Valley in this location is defined by its industrial, ecological and agricultural heritage

5.10.2 At Meridian Water there are currently very limited areas, and poor public access, to open spaces and waterways. Development at Meridian Water provides an opportunity to maximise access to the LVRP, and other areas of open space, as well as the provision of new open space.

Meridian Water must deliver a ‘green’ network of open spaces that can provide visual and leisure amenity, as indicated in Figure 5.3.

5.10.3 Meridian Water also has the potential to deliver a significant offering of leisure facilities, including for example a public leisure centre, private health club, sports pitches, tennis courts, and even boating facilities for water sports.

5.10.4 The new housing and employment development at Meridian Water must be supported by appropriate public open space and play space. Providing new open and play space within or close to the development has the potential to be overlooked and provide natural surveillance to ensure user safety. Open spaces, particularly those within and close to Meridian Water, can be focal points for community activities and events. There is also potential for open spaces to form part



Figure 5.3: Indicative Green Network Plan (KCA); a ‘green’ network of open spaces to provide visual and leisure amenity.

of a sustainable urban drainage system (SuDS) network and to provide temporary flood storage.

5.10.5 The scale of development at Meridian Water requires that space must be used as efficiently as possible, while ensuring a sufficient quantum of open space and leisure facilities are provided to deliver a sustainable community. Meridian Water is constrained in terms of accommodating open and green spaces within the development boundary, due to limited availability of land. Whilst high quality open space and play space provision that is suitable for intensive usage must be made within Meridian Water, there must also be a great emphasis on improving access to existing nearby open spaces

5.10.6 The potential of further areas of the Lee Valley Regional Park to the north, east and south of Meridian Water to contribute to the area's open space requirement is recognised in the 2013 Masterplan. This would require new landscaping and the opening up of previously inaccessible areas, for example the areas of open green belt land which lie east of Harbet Road, to the north and south of the North Circular Road. There is also potential to open up access to Banbury Reservoir. The Council will work with the Lee Valley Regional Park Authority and Thames Water to develop any landscaping and access proposals in these areas.

Policy EL9: Leisure Facilities and Open Space at Meridian Water

Development at Meridian Water must make sufficient provision for open spaces, children's play spaces, and leisure facilities. The pressure on land availability may result in some open space being provided beyond Meridian Water, requiring development proposals to show how good linkages to this space can be provided.

Meridian Water has the potential to deliver a significant leisure offering, including for example a public leisure centre, private health club, sports pitches, tennis courts, and facilities for boating.

Development proposals and supplementary planning documents must demonstrate:

- The provision of sufficient children's play space – including formal and informal children's

play space, as well as incidental playable space in larger areas of open space- in proportion to the quantum of residential development proposed having regard to the relevant Enfield and/or London approach to calculating children's play space requirements;

- That children's play space is safe and accessible and not shared with inappropriate uses such as vehicular traffic.
- The provision of sufficient open space within Meridian Water - including parks and linear spaces which incorporate a wide variety of uses and amenities - in proportion to the quantum of residential development proposed; or how provision can be met through improvements to the accessibility

5.10.7 In the wider Edmonton Leaside area, the new open space at Angel Gardens has increased provision, while improvements at Pickett's Lock have the potential to provide additional nearby recreational opportunities.

5.10.8 Open spaces should seek to support a variety of uses and functions, such as sports and recreation, alongside landscaping and natural habitats which enhance biodiversity.

Policy EL9 continued...

and quality of existing open space;

- That potential at the open space for SUDs and flood storage has been explored, in line with Policy EL8;
- That habitat is incorporated to enhance biodiversity;
- Where appropriate, the provision of formal playing fields;
- Where appropriate, that options for community agriculture, and urban farm and other food growing-opportunities have been explored;
- Where appropriate, that new wetland habitat is incorporated, including boardwalks and pontoons to provide access

Banbury Reservoir

The Council will work with Thames Water and the London Borough of Waltham Forest to explore options for Banbury Reservoir, including:

- Improved pedestrian access around the reservoir, including a fitness trail around the reservoir boundary, with green links and connections to South Chingford and Higham Hill; and
- Boating and water sports activities to create a leisure destination.

This policy should be read in conjunction with Core Strategy policies 30,33,34,35, 37 and 38 and DMD policies 71 to 83.

5.11 Design Principles at Meridian Water

5.11.1 Meridian Water will be developed according to a common set of design principles. This section sets out design policies which should be viewed together as providing the context and parameters for development proposals. Guidance on the Council's spatial expectations is provided in the Meridian Water Spatial Framework and Meridian Water Spatial Scenario Testing documents.

5.11.2 The transformation at Meridian Water and the demanding requirements for housing, jobs and supporting infrastructure has significant implications for urban form and grain. The scale and massing of buildings at Meridian Water is likely to exceed that of existing nearby residential neighbourhoods.

5.11.3 Developing a sense of place is vital for the success of the area, and the

urban form and grain must have regard to the unique setting of Meridian Water, maximising high quality buildings and access to amenities.

5.11.4 Active frontages are an important element in establishing a sense of place, and should be provided along the Causeway, the River Lee Navigation and around the railway station area, as indicated in Figure 5.4. The active frontage should include the building's façade and main entrance facing onto the thoroughfare, extensive use of windows, with the uses being predominantly retail, food and drink, workspace or otherwise accessible to the general public. Car parking is not considered to contribute to an active frontage, and a building's façade should not be separated from the thoroughfare by more than a single vehicle width of parking.



Figure 5.4: Indicative Active Frontages Plan (KCA); focused along the Causeway, River Lee Navigation and around the Rail Station.

Policy EL10: Urban Grain at Meridian Water

Development proposals and supplementary planning documents must respond to the need for comprehensive, integrated regeneration across the whole of Meridian Water and the surrounding area.

Development proposals and supplementary planning documents are expected to:

- Maximise opportunities for intensification and making most efficient use of land;
- Developing a hierarchy-based network of streets and eliminating existing surface car parking (with the exception of on-street and blue-badge parking);
- Provide a sense of space and enclosure, particularly at key locations and routes such as the railway station, the Causeway, and along the River Lee Navigation;
- Enable distinctive place-making by utilising the waterways as a defining feature of developments

and ensure active frontages facing onto the River Lee Navigation;

- Consider the innovative use of historical and industrial assets;
- Have block frontages of no more than 80 metres in length, limited by spaces and routes for public access;
- Clearly define the relationship between public and private uses;
- At ground floor level provide an attractive, and where relevant active, frontage to the street, road or other publically accessible area;
- Integrate with adjoining uses both within and outside the Meridian Water development area; and
- Orientate building heights and layouts to take advantage of views along the Lee Valley.

This policy should be read in conjunction with Core Strategy policies 30, 37 and 38 and DMD policies 37, 38, 39, 40, and 42.

5.11.5 Tall buildings (defined as taller than ten storeys above normal ground level) will be acceptable in some instances at Meridian Water for reasons including:

- To make the most efficient use of available land;
- To provide a sense of place and character appropriate for a new urban quarter;
- To provide the density of development necessary to support improved public transport accessibility and provision; and

- To make use of the potential for views across the Lee Valley.

5.11.6 Tall buildings represent only one possible model for high-density development and as such density, on its own, will not be a justification for a tall building.

5.11.7 The rationale for tall buildings at Meridian Water is particularly strong around the new railway station where transport accessibility may support higher-density development. The area close to Banbury Reservoir also provides the opportunity to take advantage of views across the Lee Valley from higher residential buildings.

Policy EL11: Building Form at Meridian Water

Part A: Building Configuration

Development proposals and supplementary planning documents must:

- Deliver both high quality design and high density development while ensuring the viability of the major infrastructure required by the development;
- Ensure buildings conform to a height-to-width ratio appropriate for the street, with an aspect ratio of 1:1 to 1:1.5, achieved through design solutions such as upper storey set-backs, accent towers and breaks in blocks, as well as raised podium courtyards used to maximise aspect and access to daylight and sunlight;
- Provide for the modification and adaptation of buildings and layout, including those of existing retail operators, so that they support comprehensive regeneration;
- Set out an appropriate mix of uses, which could include commercial and other non-residential uses on ground and lower floor levels, with residential uses on higher floors;
- Have a direct, positive and productive relationship with the public realm, providing natural surveillance;
- Maximise unobstructed long views from roof terraces;
- Protect residential privacy through appropriate measures including horizontal and vertical screens, angled windows or obscured glazing, and planting schemes;
- Provide, where practical roof

gardens or green/brown roofs;

- Include green walls where practical to provide visual interest, mitigate climate change and support biodiversity; and
- For commercial units, incorporate a minimum of four metres floor to ceiling height to allow for flexibility of use;

Part B: Access to daylight and sunlight

Development proposals and supplementary planning documents must:

- Ensure that no more than 10% of all north facing residential units are single-aspect;
- Ensure blocks maximise east and west facade lengths and minimise north and south facade lengths;
- Maximise access to direct sunlight for both private and shared outdoor spaces;
- Ensure the massing and orientation of residential blocks allows direct sunlight penetration into at least 70% of shared open space;
- Ensure that for perimeter block buildings the layout and massing allows direct sunlight penetration into the internal courtyard;
- Ensure communal areas in terraced blocks receive direct sunlight.

Part C: Tall buildings

Justification for tall buildings (taller than ten storeys above normal ground level) must be provided

Policy EL11 continued...

for by any development proposal. Development proposals and supplementary planning documents for tall buildings at Meridian Water must:

- Demonstrate the appropriateness of the site for one or more tall buildings, identifying the role and contribution of tall buildings as part of an overall vision for a place, and the wider area (not limited to Meridian Water boundary), and an assessment of the chosen location, against other possible sites appropriate for tall buildings;
- Set out the relationship to transport infrastructure, the capacity of public transport, the quality of links between transport and the site, and the feasibility of making improvements. Where appropriate, to be part of the wider consideration of tall buildings;
- Assess the impact on, and contribution to, local communities, when determining the principles of development in relation to uses, context and design;
- Be located on key routes, in particular significant places or junctions;
- Avoid locating tall buildings on adjacent corners to prevent a 'fortress like' visual impact;
- Avoid creating a 'wall' of tall buildings;
- Ensure that development adjacent to the North Circular Road provides a buffer for buildings deeper within the Meridian Water area, while providing a high-quality frontage to the road;
- Avoid overshadowing of adjacent buildings, especially towards principal rooms;
- Include measures to mitigate wind and microclimate issues in their surroundings;
- Ensure appropriate design measures to optimise access to daylight and sunlight; and
- Where relevant, provide an attractive and active frontage to public open space.

This policy should be read in conjunction with Core Strategy policies 30, 37 and 38 and DMD policies 37, 38, 39, 40, 42, and 43.



Illustrative image of new public realm along the River Lee Navigation at Meridian Water (credit: Karakusevic Carson Architects)

Policy EL12: Public Realm at Meridian Water

The new and existing characteristics and features of Meridian Water must be optimised to create a coherent public realm across the site and into the wider surrounding area.

Development proposals and supplementary planning documents must:

- Incorporate landscaping, including tree planting, of an appropriate scale along movement corridors to enhance amenity, provide visual interest and contribute to biodiversity;
- Demonstrate an understanding of the industrial heritage and archaeology of the area;
- Ensure public realm surfaces are porous and/ or enable natural drainage;
- Incorporate water features as a key element in public spaces
- Support safe access to existing and proposed public realm, both within and adjacent to Meridian Water, in particular through the provision of pedestrian and cycle-only routes;
- Support community safety by avoiding the creation of isolated or underused spaces;
- Design streetscape elements to promote legibility and a sense of place;
- Incorporate a range of sensitive and responsive lighting across the site to contribute to the sense of place and security;
- Provide street furniture including seating, cycle stands and waste

5.11.8 Building heights will vary in response to context, adjacent road widths and public transport accessibility. Whilst the eastern areas for built development at Meridian Water are adjacent to green belt land, the visual context of existing infrastructure, including for example the raised A406 road and reservoir embankments, could allow tall buildings in these locations, subject to good design and the avoidance of creating a 'wall' of tall buildings.

5.11.9 Lower building heights may be more appropriate in locations with lower PTALs,

less opportunity for views, and narrower roads, in line with a maximum road to building aspect ratio of 1:1 to 1:1.5.

5.11.10 High quality public realm is vital to the creation of successful neighbourhoods in Meridian Water and their integration with the wider area. Good design of the public realm can support community safety, accessibility, health and wellbeing, and reduce flood risk and air pollution. The plentiful and appropriate planting of trees and other greenery is essential to developing an aesthetically pleasing and high quality urban environment.

Policy EL12 ...continued

separation bins, avoiding the creation of cluttered streetscape;

- Incorporate public art that is well-integrated with built form and other elements of the streetscape;
- Improve visual connectivity between Meridian Water and the surrounding area, including the Lee Valley Regional Park;
- Ensure wayfinding signage is minimised and is of consistent, clear design (exploring the potential for the use of TfL's 'Legible London' system).

Waterways and Water Frontages

Development proposals and supplementary planning documents must optimise the potential of the water network through:

- Active frontages facing towards the water, in particular along the River Lee Navigation;
- Ensuring the space between the buildings and the water avoids uses allowing vehicular movement and parking; and promotes uses

including walking, cycling and open spaces for leisure and recreation;

- Incorporating waterways as a focal element of public space;
- Supporting leisure uses on and adjoining the water, where appropriate.
- Enhancing the existing watercourses across the site including environmental remediation, biodiversity enhancements, and the naturalisation of banks where appropriate; and
- Maximising opportunities for flood mitigation strategies.

This policy should be read in conjunction with Core Strategy policies 30, 37 and 38 and DMD policies 37, 38, 40, 42, 43, 55, 61, 63, 69, 75, 79, 80, and 81.

5.11.11 Meridian Water benefits from many existing features to which the public realm can respond, including the brooks, the River Lee Navigation, and the Lee Valley Regional Park. These features can contribute to a public realm network incorporating blue and green space and the key Causeway spine road.

5.12 Infrastructure Delivery in Meridian Water

5.12.1 Funding for infrastructure at Meridian Water will come from a number of funding sources and will be, in part, secured by the collection of planning contributions via the planning system following the granting of planning permission.

5.12.2 Enfield's Community Infrastructure Levy (CIL) (adopted 2016) sets out a varying rate, by geographic area, for residential development across the borough. Due to economic viability considerations arising from high abnormal site and supporting infrastructure costs, residential development in the Meridian Water area is currently set at nil-rate during the life of the charging schedule. Elsewhere within the Edmonton Leaside area residential development has a CIL rate set at £40 per square metre. For retail proposals (all A-uses) an Enfield CIL of £60 per square metre applies borough-wide, including at Meridian Water.

5.12.3 The CIL Charging Schedule adopted in 2016 may be reviewed during the life of the AAP and the rates may change as part of that review.

5.12.4 In addition to the Enfield CIL, a Mayoral CIL set at £20 per square metre will continue to be levied on all developments in the area,

5.12.5 The Council's Regulation 123 list identifies what type of infrastructure

or projects the Council intends to fund (in whole or in part) from Community Infrastructure Levy receipts. CIL receipts collected from across the borough will be pooled and used to finance Meridian Water's Rail and Causeway Infrastructure. The Regulation 123 list may be amended during the life of the AAP as part of a review of the CIL Charging Schedule.

5.12.6 The Regulation 123 list shows that the Community infrastructure Levy and Section 106 obligations will fund separate items of infrastructure. The intention of the 123 list is to provide transparency and prevent developers being charged twice, through CIL and Section 106, for the same item of infrastructure. Therefore Section 106 developer contributions cannot be negotiated for items of infrastructure identified on the regulation 123 list.

5.12.7 Section 106 planning obligations will also be sought from developers to mitigate the needs for infrastructure arising from the development. For example, for affordable housing, education facilities or health care provision. The Section 106 SPD sets out the circumstances in which contributions will be sought.

5.12.8 The CIL regulations restrict the use of pooled S106 contributions towards items of infrastructure that may be funded via the levy. CIL may not be collected in respect of a specific infrastructure project or a type of infrastructure through a section 106 agreement, if:

- Five or more obligations for that project or type of infrastructure have already been entered into since 6 April 2010, and
- It is a type of infrastructure that is capable of being funded by the levy

Policy EL13: Infrastructure Delivery in Meridian Water

Development within the Meridian Water boundary will be subject to financial contributions towards infrastructure requirements secured on all developments liable for CIL or Section 106 planning obligations. Key principles in determining the content and level of the corresponding S106 planning obligation are:

- a. It relates to infrastructure project provision identified within the Edmonton Leaside AAP (excluding such infrastructure as may be listed periodically in any Regulation 123 List) particularly:
 - Affordable housing
 - Flood defences
 - Waterside public realm improvements
 - New and improved public open space
 - Enhancing the bus network
 - Education
 - Health
 - Employment measures
 - Provision and operation of car clubs.
- b. It must be necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development;
- c. A maximum amount will be secured subject to viability to

ensure the level of contribution does not harm the delivery of development in the area; and

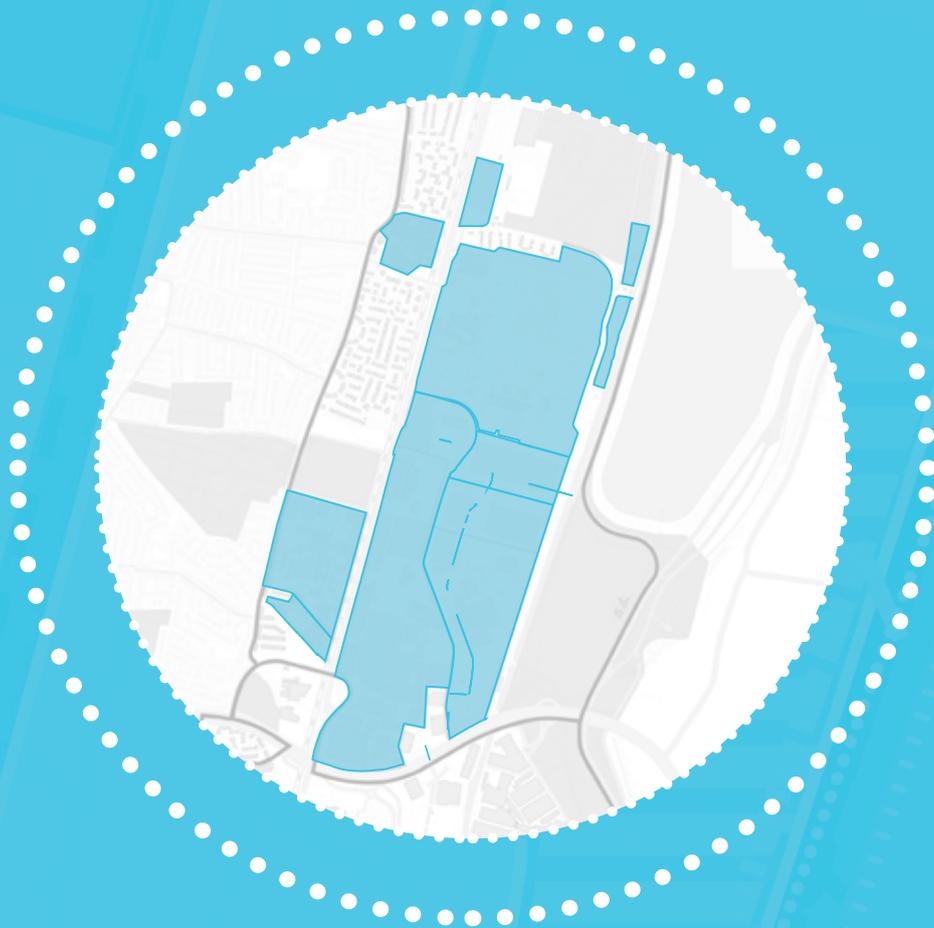
- d. It may include overage provisions to secure an increase in contribution, proportionate with the rise in land value resulting from the delivery of the infrastructure.

For each phase/ zone of development in Meridian Water the developer must agree with the Council an outline application which includes the infrastructure needs to support the level of development within the identified phase/ zone, and sets out the planning obligations necessary to enable this supporting infrastructure.

No more than five obligations for a specific item of infrastructure will be pooled across the borough (except where pooling restrictions do not apply) in accordance with the CIL regulations.

This policy should be read in conjunction with Core Policy 46 and Chapter 14 of this AAP.

Edmonton Leaside Employment and Industrial Estates



6 Edmonton Leaside Employment and Industrial Estates

6.1 Introduction and Context

6.1.1 This Chapter sets out the Council's approach to facilitating economic growth and improving the industrial estates in Edmonton Leaside, excluding the area within the Meridian Water red line boundary which is set out in Chapter 5. Supporting economic and employment growth, and strengthening the local labour market, are key ingredients realising the vision of Edmonton Leaside as an area that attracts investment is a place to live and work.

6.1.2 The first section of this chapter analyses the potential for jobs growth, the second section considers the extent of designated industrial land and the third section describes the area's industrial estates and establishes a policy framework for change, improvement and investment.

6.1.3 Growing Enfield's business-base is a key element of the Council's approach to economic development. Enfield's Local Economic Assessment (LEA) (2011) identified that Enfield has space to accommodate more businesses and grow the overall number of jobs in the borough. One of the short to medium term priorities is the need to 'improve access to local jobs in key growth sectors by unlocking training opportunities and identifying routes to employment including self-employment' (LEA para 3.25).

6.1.4 Enfield as a whole has experienced substantial changes to its economy and business base over the past 40 years, shifting away from being dominated by large businesses and employment in the manufacturing sector. There has been a change to a broader service-based economy made up predominantly of small and micro-businesses

6.1.5 Some of the borough's old industrial sites have been successfully redeveloped into modern business parks that accommodate a wide range of firms. Businesses are attracted by Enfield's good location through its proximity to key transport routes, and by the borough's availability of land for business development, whilst many other areas in London have far more constricted limited space for growth.

6.1.6 Industrial uses have been present in the Edmonton Leaside area since the 19th century, leaving a legacy of old and modern industrial buildings and spaces. The manufacturing base declined markedly following the economic recessions of recent years and competition from lower-cost developing nations. However, Edmonton Leaside has retained a distinctly industrial character, and seen growth in sectors such as food and drink manufacturing and green and low carbon industries. Despite an overall reduction in employment numbers, Enfield's manufacturing sector remains one of the largest in London, meaning industrial estates still remain a vital source of employment for local residents.

For example, there are around 36 food and drink manufacturing businesses in Enfield with around half of these located in Edmonton Leaside. This sub-sector has the largest workforce in the manufacturing sector, making up one in three jobs, with businesses typically employing 20-130 people. These businesses have London, UK and international markets and include national and international brands.

6.1.7 Edmonton Leaside will continue to be a major area for economic activity with significant scope for growth and expansion of employment opportunities. Existing businesses will benefit from the regeneration and redevelopment opportunities to intensify and redevelop existing sites for modern industries, meeting business needs for a broader range of employment activity, including high-tech manufacturing, and green and environmental industries.

6.1.8 Business and industrial uses are defined as all those land uses within B1, B2 and B8 use classes, as well as non-B class uses including sui generis employment uses such as transport, utilities and waste. Beyond the designated industrial land, it is recognised that in addition to the B use classes, retail, leisure, education and community uses are also considered as an employment source which will contribute towards increasing net jobs across Edmonton Leaside over the life of the AAP.

6.2 Policy Context

Policy context for Economic Growth & Industrial Estates	
London Plan (2016)	<p>Policy 2.17 Strategic Industrial Locations</p> <p>Policy 4.1 Developing London's Economy</p> <p>Policy 4.2 Offices</p> <p>Policy 4.4 Managing Industrial Land and Premises</p> <p>Policy 4.7 Retail and Town Centre Development</p> <p>Policy 4.8 Supporting a Successful and Diverse Retail Sector and Related Facilities and Services</p> <p>Policy 4.10 New and Emerging Economic Sectors</p> <p>Policy 4.11 Encouraging a Connected Economy</p> <p>Policy 4.12 Improving Opportunities For All</p>
Upper Lee Valley Opportunity Area Planning Framework (2013)	<p>Policy 7.2 Guiding principles for Meridian Water</p> <p>Policy 7.3 Meridian Water Masterplan</p> <p>Policy 7.4 Industrial land</p>
Enfield Core Strategy (2010)	<p>Core Policy 13 Promoting Economic Prosperity</p> <p>Core Policy 14 Safeguarding Strategic Industrial Locations</p> <p>Core Policy 15 Locally Significant Industrial Sites</p> <p>Core Policy 16 Taking Part in Economic Success and Improving Skills</p> <p>Core Policy 17 Town Centres</p> <p>Core Policy 18 Delivering Shopping Provision Across Enfield</p> <p>Core Policy 19 Offices</p>
Development Management Document (2014)	<p>DMD 19 Strategic Industrial Location</p> <p>DMD 20 Locally Significant Industrial Sites</p> <p>DMD 21 Complementary and Supporting Services within SIL and LSIS</p> <p>DMD 23 New Employment Development</p> <p>DMD 24 Small Businesses</p>
Other Sources	<p><i>National Planning Policy Framework (2012)</i></p> <p><i>Meridian Water Masterplan (2013)</i></p> <p><i>Industrial Estates Strategy (2014)</i></p> <p><i>Employment Land Study, Halcrow, (2006)</i></p> <p><i>Employment Land Study Update, Halcrow, (2009)</i></p> <p><i>Employment Land Review, Roger Tym & Partners (2012)</i></p> <p><i>Enfield Local Economic Assessment (2011)</i></p>



Distribution Centre, Aztec 406 Industrial Estate

6.3 Employment in Edmonton Leaside

6.3.1 A key objective of this AAP is supporting economic growth and a net increase in jobs in Edmonton Leaside. To achieve this, the Council needs to create the right conditions to attract investors to locate in this part of the borough. The area has the potential to deliver thousands of net additional jobs over the life of the AAP.

6.3.2 Existing industrial estates in Edmonton Leaside will provide opportunities for established industries to grow and to develop their role further as a location for economic activity and generating jobs. The Core Strategy (Policy 13) seeks to support businesses that are successfully operating from Enfield's employment locations and to diversify the economy into new growth sectors, with

Edmonton Leaside identified as a key area for significant policy intervention to achieve transformational change.

6.3.3 There are a number of broad economic drivers that would suggest demand for industrial land and premises in Enfield is likely to remain strong. The borough is located at the heart of a major growth corridor in the most vibrant part of the UK economy, and situated on the strategic roads of the M25, A406 and A10. Along with available and relatively lower cost land, Enfield possesses key competitive advantages. The continued safeguarding and management of the designated industrial land can provide appropriate sites, premises and infrastructure to accommodate future growth.

6.3.4 To deliver net additional jobs across Edmonton Leaside over the plan period, the area needs to achieve this shift in its economic base away from traditional industrial areas to one based on higher value industry. Investment should be particularly encouraged in those industrial estates where the Council have significant land ownership interests.

6.3.5 Past and estimated future employment trends evidenced in business feedback, known development plans, the Employment Land Review (2012) and the long term vision for the area, suggest that new jobs in Edmonton Leaside's industrial estates can be developed in B1c uses (light industry) and higher value B2 (including green industries), with expansion in sectors including food and drink, ecommerce, and cultural and creative industries.

6.3.6 A constraining factor is that employers in growth sectors have indicated that it is difficult to attract local applicants for skilled jobs, notably construction trades, distribution and engineering jobs. As a result, businesses tend to look to recruitment agencies to fill positions.

6.3.7 Enfield's approach to socio-economic regeneration involves working in close partnership with key stakeholders to achieve long-term benefits for its residents, particularly those experiencing severe disadvantage and deprivation.

6.3.8 In order to accurately plan for net additional job growth in Edmonton Leaside, it is necessary to estimate the number of existing jobs across the area. The ONS, Business Register and Employment Survey (2016) indicates an estimated 6,081 jobs across Edmonton Leaside – excluding Meridian Water - in a range of categories such as manufacturing, leisure, utilities, retail and other B and non – B uses.

6.3.9 The Council strongly supports an increase in net additional jobs across Edmonton Leaside, driven by redevelopment and intensification of the area's industrial estates, including at the Council-owned Claverings and Montague Industrial Estates. Significant further investment is proposed, potentially with Joint Venture partners, to upgrade both Claverings and Montagu Industrial Estates to improve outdated infrastructure and to provide new buildings that meet modern business needs with related environmental and social benefits. Leisure and recreation uses will be further developed at Pickett's Lock.

6.4 SIL and LSIS

6.4.1 Designated employment land, classified as either Strategic Industrial Location (SIL) or Locally Significant Industrial Sites (LSIS), are safeguarded through the Local Plan and London Plan. The availability of employment land - of the right type and in the right location - is important to achieving the Council's policy on economic prosperity and job growth. Most of the borough's industrial land lies in the Upper Lee Valley.

6.4.2 The need for comprehensive redevelopment of Meridian Water, with a more efficient use of land and new economic sectors and jobs, was established in Chapter 5. This approach precludes designated industrial land within the Meridian Water boundary.

6.4.3 To achieve a balance of transformation change and support ongoing industrial capacity in Edmonton Leaside, SIL will continue to be protected in Edmonton Leaside beyond the Meridian Water boundary. Furthermore, additional SIL locations have been identified to ensure the most effective functioning and protection of land for industrial uses in Edmonton Leaside. Areas for SIL designation are shown in Table 6.2 below.

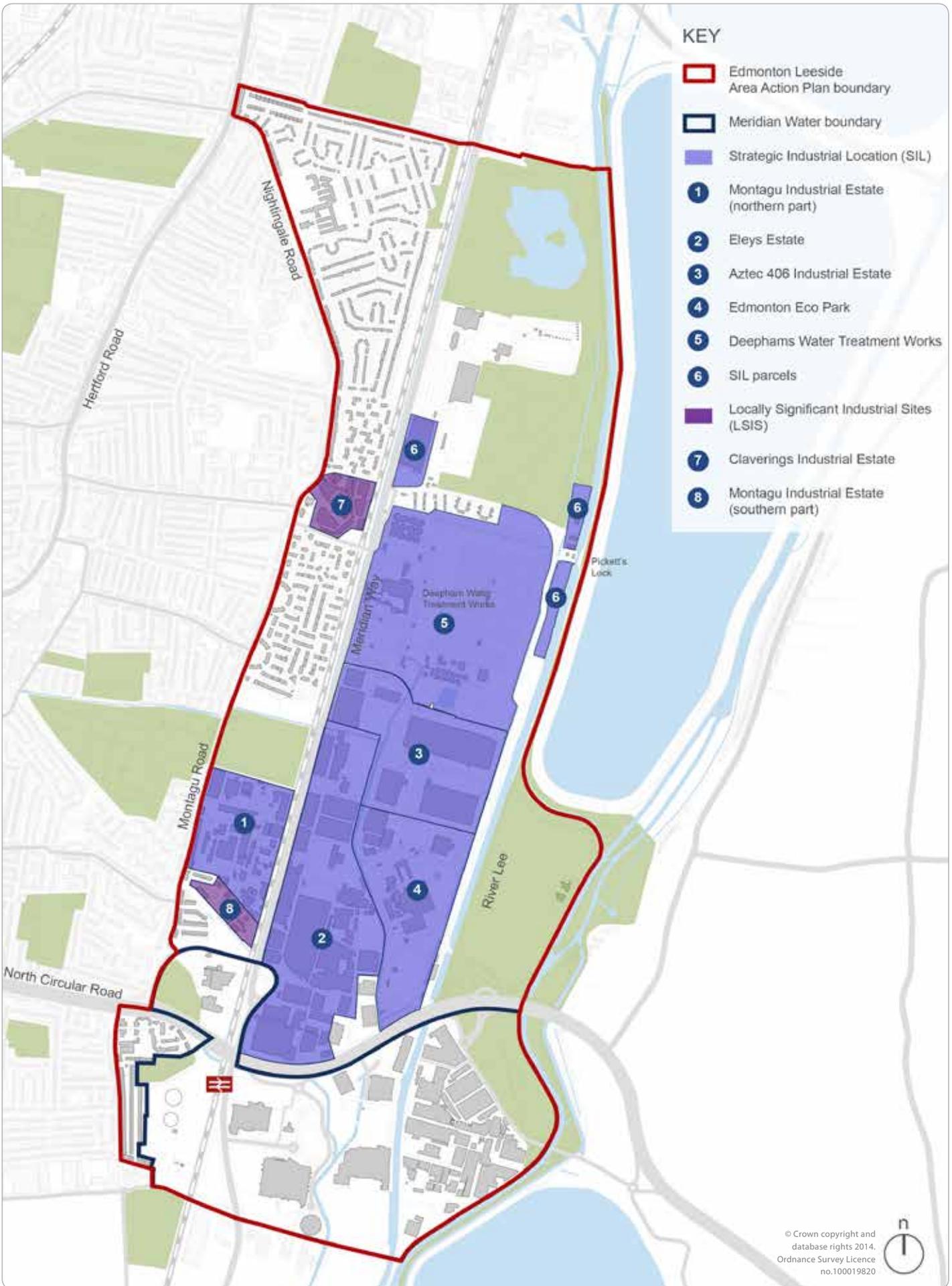


Figure 6.1: SIL and LSIS in Edmonton Leaside (AAP designations)

6.4.4 The sites for designation to the north and east of Deephams STW are already industrial in character and will benefit from a designated status, together providing 4.1ha of SIL. Designating the Deephams STW site as SIL will consolidate and strengthen the protection of the area. The utilities infrastructure at Deephams is an industrial-type use which is appropriate for SIL, thus resulting in an additional 34 hectares of SIL. The Deephams STW designation, in combination with the new designations to the north and east, provides a continuous, coherent area of SIL. The three locations identified provide a gross area of 38.1 hectares of additional SIL in Edmonton Leaside. Within the Meridian Water boundary there is a gross reduction of 18 hectares of SIL.

6.4.5 The SIL areas designated can potentially provide locations for businesses displaced from within Meridian Water. The intensification of Edmonton Leaside's industrial estates set out in other parts of this chapter will also assist in meeting any need, along with industrial estates in other parts of Enfield. The demand for space within Enfield's industrial estates is expected to continue, with local agents confirming that shrinking availability of stock in London as a whole, and particularly Central London, is forcing occupiers to outer London boroughs such

as Enfield. With industrial land releases elsewhere in London exceeding the GLA's benchmark guidance and reducing the supply in other boroughs, this evidence of businesses relocating to Enfield, supports this designation of SIL in Edmonton Leaside.

Space at Rays Road

6.4.6 An area of land at Rays Road was vacant with public access largely restricted. There is evidence that the previous employment use had largely ceased by the 1980s, and fly tipping had become an issue. The area was designated as a Locally Significant Industrial Site (LSIS), contiguous with the Montagu Estate. As part of regenerating the area, the Council brought forward its own proposal to accommodate a new landscaped park for public recreation at Rays Road, named 'Angel Gardens'. Further regeneration is expected at the adjoining Montagu Industrial Estate which is to undergo a comprehensive upgrade and renewal (see Section 6.4 below), and that may incorporate part of the Rays Road site. The Council is committed to safeguarding a cycleway route through the site which will link between Meridian Water and Edmonton Green.

Site	Justification
Parcel to the north of Deephams	Designate the site of 2.1 ha as SIL. The site is already industrial in character and suitable for PIL SIL uses. The designation will safeguard the site for employment uses.
Strip of land to the east of Deephams	Designate the site of 2.0 ha as SIL. The site is already industrial in character and suitable for PIL SIL uses. The designation will safeguard the site for employment uses
Deephams STW	Designate the site of 34.0 ha as SIL. The site is industrial in character. This extends the SIL designation northwards from existing SIL areas to the south.

Table 6.2: New SIL Designated Areas in Edmonton Leaside



Eleys Industrial Estate

6.4.7 The area of 1.5ha at Rays road is de-designated as LSIS to support the Council in the objective of delivering regeneration at Edmonton Leaside, in

accordance with Core Policy 15 which allows LSIS de-designation where sites are identified as opportunities to contribute to wider regeneration benefits.

Policy EL14: New Strategic Industrial Locations in Edmonton Leaside

The Council will safeguard the following new sites as Strategic Industrial Locations (SIL):

Name of industrial area	Preferred Industrial Location (PIL) or Industrial Business Park (IBP)	Area of site (hectares)
Parcel to the north of Deephams	PIL	2.1
Strip of land to the east of Deephams	PIL	2.0
Deephams STW	PIL	34.0

This policy should be read in conjunction with Core Strategy policies 14 and 15, DMD policy 23, and London Plan Policies 2.17 and 4.4.



Coca Cola Production Line

6.5 Approach to Industrial Estates

6.5.1 Edmonton Leeside contains a valuable reservoir of strategically important industrial land, which is safeguarded and managed in accordance with Enfield's Local Plan, the London Plan and supplementary planning guidance.

6.5.2 The Council prepared a borough-wide Industrial Estates Strategy (2014), and has a direct interest through its ownership of sites within some of the industrial estates.

6.5.3 The goal of the Industrial Estates Strategy is to ensure that the industrial estates of the borough are used to their full potential to achieve economic growth and prosperity for businesses in Enfield and to provide stable and well-paid employment opportunities for Enfield's residents. The Strategy aims to:

6.5.4 Support economic growth, innovation and enterprise, by:

- Maximising the role of the estates in meeting the Council's priorities for job growth;
- Diversifying the borough's economic base; and
- Enhance the competitiveness of the borough by capitalising on its locational advantage within the London-Stansted-Cambridge corridor.

6.5.5 The Strategy assesses existing employment areas within the Edmonton Leeside area and sets out priorities for Council intervention. These key issues and priorities, which have been used to inform this chapter, include estates management issues such as road congestions and maintenance, parking and servicing, advertising, and crime.

6.5.6 Key strategic infrastructure investment will support the long term prosperity of the industrial estates, including the new Meridian Water Station and improved level of rail service, along with better bus services to help local people in accessing jobs (see Policy EL23).

6.5.7 The future of industrial land within the Meridian Water boundary is discussed in Chapter 5. A brief overview and the key issues for Edmonton Leaside's other industrial estates are summarised below:

6.5.8 Eley Estate (SIL): is located in the south east of the borough, to the north of the North Circular Road, East of Meridian Way (A1055) and west of the Edmonton Eco Park site. Occupancy is high and space at a premium, with many of the units having high plot ratios and little available space. It also has a fragmented landownership pattern, with approximately 72 different landowners. The estate has more than 60 occupiers at any one time, a number of different types of uses, as well as a range of quality of premises. The estate's historic nature and multiple occupants make it one of the most significant and complex industrial areas in the borough.

6.5.9 Eley Estate is affected by a number of issues, predominantly around congestion, parking, areas of poor estate environment, and crime.

6.5.10 The Council will work with representatives of the Eley Estate management group to better understand the issues affecting the estate.

6.5.11 Montagu Industrial Estate (SIL and LSIS): is located east of Meridian Way and Eley Industrial Estate. Access is via small/residential roads, and the estate is in relatively close proximity to residential areas around Montagu Road. The northern part of the estate is designated SIL and the southern portion is LSIS. As set out in policies EL2 and EL15, this AAP de-designates the areas of LSIS within the Meridian Water boundary and at the land at Rays Road.

6.5.12 There are approximately 50 units on the estate, including uses such as London Black Cab repair shops, garages, a wedding venue, concrete batching plant,

metal works and general industrial and small scale manufacturing uses. The nature of uses on the site suggests that the majority of occupiers on the estate are local businesses which supply Enfield and north London.

6.5.13 The part of the Estate to the north of Conduit Lane includes a substantial area of Council owned land and is identified for a major upgrade to improve outdated infrastructure and to provide new buildings that will meet modern business needs. New buildings will be designed to meet the regulations coming into force which set minimum energy efficiency standards for commercial property. This initiative aims to secure investment for a regenerated Montagu Estate through a joint venture partnership between the Council and private developer interests. The intention is to achieve overall environmental benefits from the regeneration of the estate, and improved amenity for nearby housing.

6.5.14 Aztec 406 Industrial Park (SIL): this site is to the north of the Edmonton Eco Park and consists of waste management facilities and large modern warehousing units at Ardra Road including a LIDL distribution depot, a Heals distribution centre and the Biffa Edmonton Materials recycling Facility.

6.5.15 Claverings Industrial Estate: Most of the area is purpose built for light industrial, office uses Council services and creative/cultural uses, although the units are now quite old, it provides low rental space for local users. The estate is owned by Enfield Council.

6.5.16 The buildings date from the 1950s and the estate suffers from a poor environment and outdated infrastructure. The buildings, with poor energy efficiency, are no longer suitable for modern employment use, and do not meet new regulations which come into force in 2018.



Eleys Industrial Estate

6.5.17 The Claverings Estate is Council owned, and is identified as a location for a major upgrade and redevelopment. The Council intend to work in partnership with relevant parties to maximise employment opportunities, and provides new buildings that meet modern business needs with related environmental and social benefits. A range of options have been explored including more flexible workspace. Detailed proposals will be brought forward as part of a masterplan for the redevelopment of the Claverings Estate.

6.5.18 It was recognised in the 2012 Employment Land Review that the Claverings Estate should retain its LSIS designation, but a new mix of uses could be considered. There is potential for this estate to be encouraged in the short to medium term to become a creative hub, reflecting the current number of artistic/creative uses on site. This could be seen as the start of a creative cluster in Edmonton Leaside. There is also some potential for job intensification and upgrading of the estate environment.

Relocation strategy

6.5.19 The Council will work with occupiers and owners to help relocate existing businesses as part of a Council-led regeneration and rationalisation of industrial land, including within the Meridian Water boundary. This will ensure that existing businesses are supported in any relocation and will ensure that:

- The scale, character and diversity of affected businesses are recognised;
- The alternative locations that have been identified to accommodate relocated businesses suit their specific needs; and

- Robust processes are put in place to provide support to businesses during their relocation to minimise potential adverse effects, for example to access support networks. There should be particular regard for small businesses to help them relocate within the existing development if possible, and allow them to return if temporarily displaced.

Policy EL15: Improving Existing Industrial Areas

PART A: Overview

New development in the industrial estates of Edmonton Leaside will be expected to take advantage of the strategic position in the Upper Lee Valley Corridor and Stansted Corridor to drive prosperity and growth. Development should deliver buildings and services to meet modern business needs, a better range of employment opportunities, which could secure higher job densities and opportunities for local people. A coordinated approach is required to ensure that the existing industrial estates meet the demands of businesses. The Council will work with its potential investors, partners and the business community to improve internal connectivity, efficiency, innovation and productivity.

PART B: Priorities for Action

New industrial development or redevelopment will be permitted

within the industrial areas identified as SIL and LSIS.

Development proposals within the industrial estates listed in Part C will be required to contribute to improvements as follows:

- Provide efficient car parking layouts that direct car users away from parking on the street;
- Improve circulation on internal estate roads where development is of sufficient scale to enable this to happen
- Improve pedestrian and cycle routes within Edmonton Leaside and beyond, in accordance with Policy EL21; and
- Provide good quality public realm and, where appropriate, planting to support the biodiversity of the area.

PART C: Industrial Estates

Eley Estate (SIL)

Policy EL15 continued...

- Work in partnership with the Eley Estate Management Group to tackle identified issues such as estate crime;
- Where feasible, work with the Eley Estate Management Group to help facilitate the adoption of unclassified roads;
- Meet the requirements set out in Part B above.

**Montagu Industrial Estate (SIL)
(northern section)**

- Pursue a major upgrade to improve outdated infrastructure and to provide new buildings that will meet modern business needs.
- New buildings must be designed to meet the latest regulations which set minimum energy efficiency standards for commercial property.
- Support regeneration at Montagu Estate, potentially through a joint venture partnership between the Council and private developer interests.
- Meet the requirements set out in Part B above.

Montagu Industrial Estate (southern section)

- Space at Rays Road and within the Meridian Water boundary to be declassified from LSIS designation; and
- Meet the requirements set out in Part B above.

Aztec 406 Industrial Business Park (SIL)

- Meet the requirements set out in Part B above.

Claverings (LSIS)

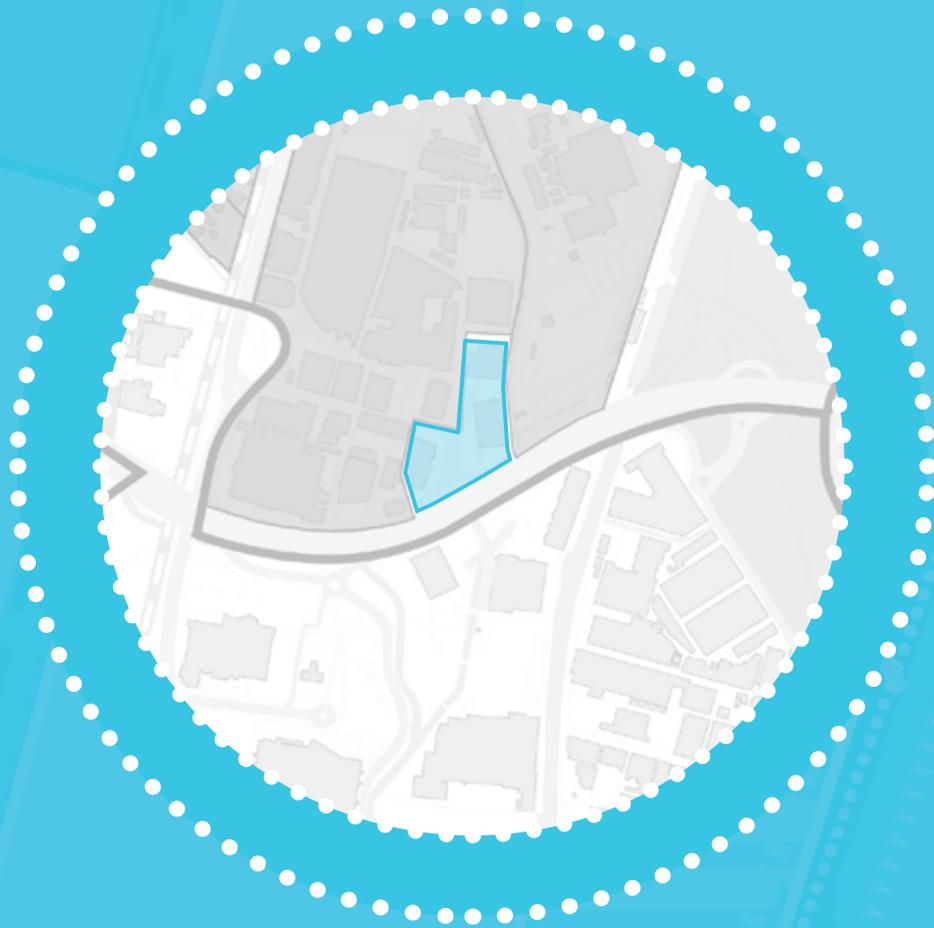
- The Council will maximise employment opportunities through partnership working.
- The Council will provide new buildings that meet modern business needs with related environmental and social benefits.
- There are a range of options to be explored, including more flexible workspace. Detailed proposals will be brought forward as part of a masterplan for the redevelopment of the Claverings Estate.
- A proactive approach in encouraging creative/cultural uses through flexible lease terms and assisting with artistic and cultural set-ups; and
- Meet the requirements set out in Part B above.

PART D: Relocation of Businesses

Where development requires existing businesses to be relocated, the Council will work with owners (and occupiers), prior to any redevelopment taking place, to relocate to appropriate premises in employment or mixed use areas defined within the AAP, or other locations within the borough.

This policy should be read in conjunction with Core Strategy policies 13, 14 and 15, DMD policies 19, 20, 21 and 23 and London Plan policies 4.4 and 4.10.

Angel Road Retail Park



7 Angel Road Retail Park

7.1 Introduction

7.1.1 Angel Road Retail Park is located north of Meridian Water, Ravenside Retail Park and the A406 North Circular. It straddles Eley Road and is located adjacent to SIL land at Eley Estate. It is a relatively small retail park, consisting of three large 'big box' retail blocks.

7.1.2 Although Angel Road Retail Park is within walking distance of Angel Road Station and bus routes, it is somewhat isolated from Meridian Water at present with the only direct access being a pedestrian footbridge from Ravenside Retail Park. Whilst the frequency of public transport links will improve as a result of long term development and change in Edmonton Leaside, the A406 will continue to be a barrier.



Angel Road Retail Park

7.2 Policy Context

Policy context for Retail Chapter	
London Plan (2016)	<p>Policy 2.7 Outer London Economy</p> <p>Policy 2.15 Town Centres</p> <p>Policy 4.7 Retail and Town Centre Development</p> <p>Policy 4.8 Supporting a Successful and Diverse Retail Sector and Related Facilities and Services</p> <p>Policy 4.9 Small Shops</p>
Upper Lee Valley Opportunity Area Planning Framework (2013)	<p>Paragraph 2.3 Mixed-use</p> <p>Paragraph 2.5 Retail</p>
Enfield Core Strategy (2010)	<p>Core Policy 17 Town Centres</p> <p>Core Policy 18 Delivering Shopping Provision Across Enfield</p> <p>Core Policy 37 Central Leaside</p> <p>Core Policy 38 Meridian Water</p>
Development Management Document (2014)	<p>DMD 25 Locations for New Retail, Leisure and Office Development</p> <p>DMD 28 Large Local Centres, Small Local Centres and Local Parades</p> <p>DMD 29 Individual Shops and Small Clusters of Shops</p>
Other Sources	<p><i>National Planning Policy Framework (2012)</i></p> <p><i>Meridian Water Masterplan (2013)</i></p> <p><i>North East Enfield AAP (2014)</i></p> <p><i>Town Centre Uses and Boundaries Review (2013)</i></p> <p><i>Enfield Retail Study Update (2009)</i></p> <p><i>Enfield Retail Capacity Study (2014)</i></p>

7.3 The changing nature of Angel Road Retail Park

7.3.1 The change of use of one of the units from A1 retail to a banqueting hall has altered the character of the Angel Road Retail Park, including its retail function. The London Plan (2016, paragraph 4.42a) states that demand for retail floorspace across London is less than previously predicted, reflecting wider trends in retailing, and that there may be an overall surplus provision of retail floorspace relative to demand.

7.3.2 Furthermore London Plan Policy 2.15 supports planning policies to proactively manage the changing roles of centres, especially those with surplus retail floorspace and considering the scope for consolidating and strengthening them by encouraging a wider range of services.

7.3.3 Given the scale, location and changing character of this area, it is considered appropriate to de-designate Angel Road Retail Park as a retail park, and promote the site for a mixed employment led uses approach. The de-designation of this location as a retail park



North Circular and Retail Parks

will allow a more integrated, consolidated area safeguarding important employment opportunities at Eley Estate and the wider SIL area. New development of commercial spaces could cater for small businesses and support ancillary uses to strengthen the vitality and viability of other

employment uses. Small scale walk to services could be introduced, such as a workplace crèche or café, which meet the essential day to day needs of the industrial occupiers.

Policy EL16: Angel Road Retail Park

Development proposals that support employment mixed uses at Angel Road Retail Park will be supported provided that they:

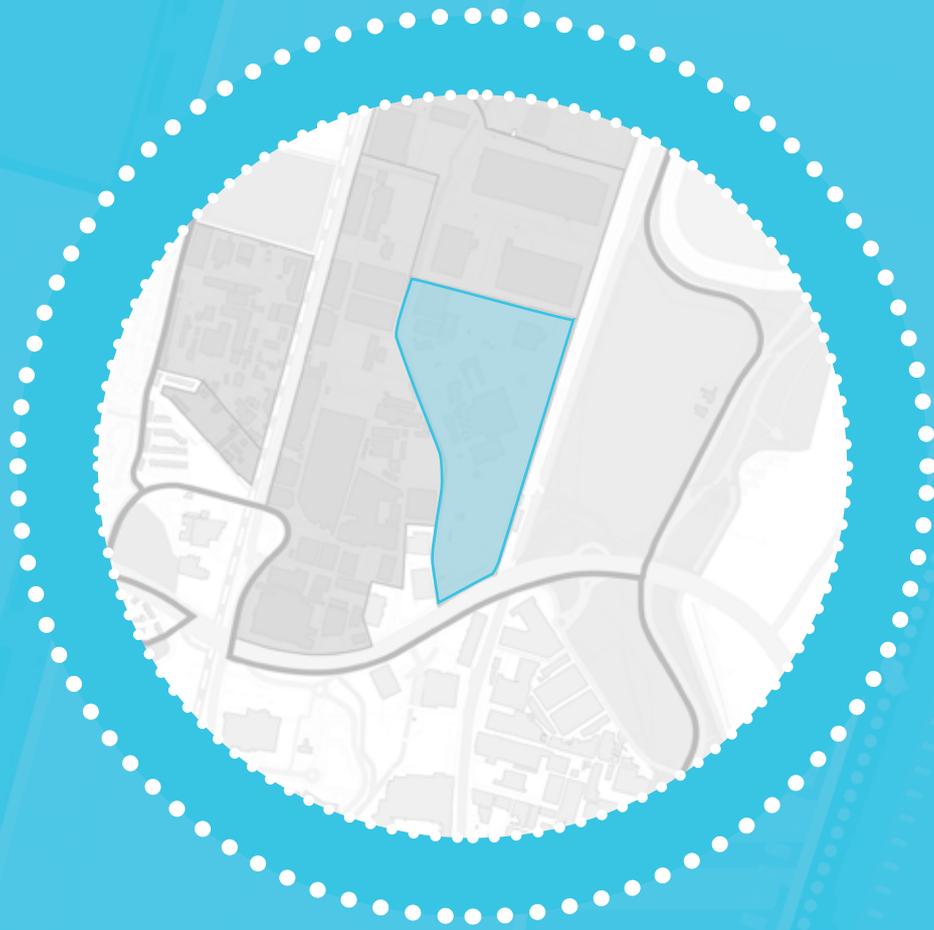
- Integrate with and support the vitality and viability of the existing Eley Estate;
- Contribute to a net overall increase in jobs and improve training and skills opportunities;
- Contribute to improving public realm of Eley Estate so to create an employment gateway to the rest of the industrial estate (see Policy EL15); and
- Do not have a negative impact upon the existing transport network.

Residential uses will not be appropriate on this site and proposals for such uses will be refused.

Development proposals that are compatible with SIL and LSIS uses as identified in DMD 19, 20 and 21 will be supported in this location.

This policy should be read in conjunction with Core Strategy policy 17 and DMD 19, 20 and 21 and London Plan policy 2.7 and 4.7.

Edmonton EcoPark



8 Edmonton EcoPark

8.1 Introduction

8.1.1 The Edmonton EcoPark manages the municipal and commercial waste collected across several north London boroughs.

8.1.2 The Mayor of London has set an overall target for London to become self-sufficient in the management of its waste by 2031. To ensure that London achieves self-sufficiency, each borough has been asked to manage a rising proportion of total waste arising within its area (the apportionment target). The Edmonton EcoPark is identified and safeguarded as an existing and strategic waste site in Enfield's adopted Core Strategy.

8.1.3 Modern exemplar waste management facilities are required to meet the apportionment target and manage waste in the most sustainable way possible. There is an important opportunity to secure environmental and regeneration benefits for the area and to recover value from waste resources (for example waste heat).

8.1.4 The EcoPark SPD (May 2013) highlights that development on the Edmonton EcoPark should improve the appearance of the site and facilitate the wider regeneration of the area through the use of more sustainable waste management technologies, job creation (with around 200 jobs the site is already a major employer in the area), by attracting new businesses, and through the delivery of a decentralised

energy network supplying affordable and low carbon heat across the Upper Lee Valley area. Development of the site should be considered on a comprehensive basis so that the cumulative form and impact of development can be assessed.



EcoPark Site Boundary

8.2 Policy Context

Policy context for Retail Chapter	
London Plan (2016)	<p>Policy 5.5 Decentralised Energy Networks</p> <p>Policy 5.6 Decentralised Energy in Development Proposals</p> <p>Policy 5.16 Waste Net Self-Sufficiency</p> <p>Paragraph 5.9a (relates to Policy 5.1 Climate Change Mitigation)</p> <p>Paragraph 5.32 (relates to Policy 5.5 Decentralised Energy Networks)</p>
Upper Lee Valley Opportunity Area Planning Framework (2013)	Objective 6 - A Lee Valley Heat Network linked to the Edmonton Eco Park
Enfield Core Strategy (2010)	<p>Core Policy 20 Sustainable Energy Use and Energy Infrastructure</p> <p>Policy 22 Delivering Sustainable Waste Management</p>
Development Management Document (2014)	DMD 52 Decentralised Energy Networks
Other Sources	<p><i>National Planning Policy Framework (2012)</i></p> <p><i>Edmonton EcoPark SPD(2013)</i></p> <p><i>Meridian Water Masterplan (2013)</i></p> <p><i>Discover Central Leaside: Towards a draft Area Action Plan(2012)</i></p> <p><i>London's Municipal Waste Strategy:</i></p> <p><i>London's Waste Resource (2011)</i></p> <p><i>GLA's Industrial Capacity Supplementary Planning Guidance (2012)</i></p>



Figure 8.1: Edmonton Eco Park – site context

8.3 The EcoPark and the Lee Valley Heat Network

8.3.1 The Council's approach to the Lee Valley Heat Network (LVHN) is set out in further detail in Chapter 12. To make the development of the EcoPark acceptable in planning terms the Council has used planning obligations to secure measures such as:

- A commitment to provide heat to the LVHN;
- A commitment to safeguard land for the energy centre and pipe routes from the site;
- Mitigation measures associated with the outcome of any Environmental Impact Assessment;
- A landscape strategy;
- Measures that ensure that development maintains access to the River Lee Navigation for waterborne transport; and
- Supporting business and employment initiatives, including initiatives such as local labour in construction, employment skills training, apprenticeships, and job brokerage.

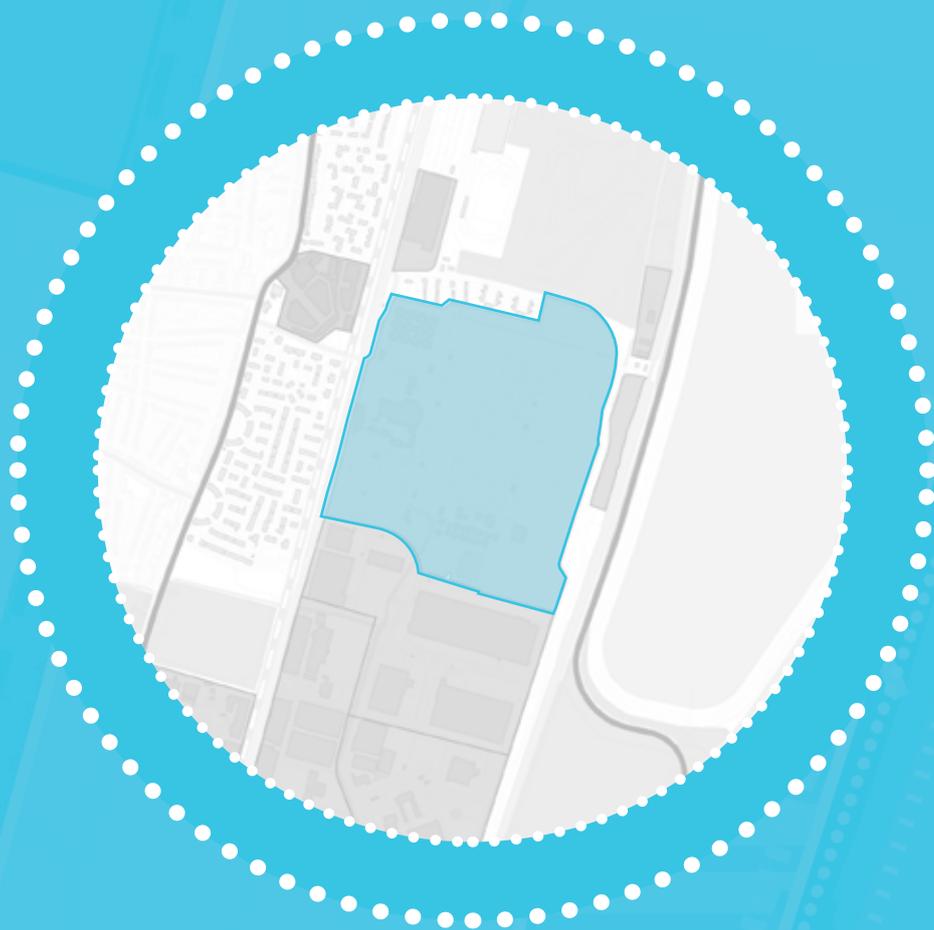
Policy EL17: Redevelopment of the EcoPark site

Development proposals at the EcoPark site are required to:

- Provide enhanced and sustainable waste treatment facilities to meet the waste management needs of north London's residents as part of a network of waste management sites;
- Use a design-led approach to provide a distinctive and well-functioning environment with a high quality of design, landscaping materials and finish, integrated with proposals in the wider area of regeneration;
- Minimise emissions to air and water, including carbon dioxide emissions, through the use of advanced waste management technologies, environmental improvements, and sustainable design and construction techniques such as green roofs and walls, in accordance with DMD policies;
- Maximise energy and resource efficiency in construction and operation, and use design to facilitate materials reuse and recycling at end of life/decommissioning;
- Operate within permitted limits on nuisance risks such as noise and odour;
- Enable efficient and effective operation of the site to meet regulatory requirements for health and safety, air quality and environmental protection;
- Mitigate local transport impacts, and support, where viable, sustainable forms of transport including water borne transport;
- Ensure local access to employment and training opportunities, through employment initiatives and other measures including transportation improvements; and
- Be designed to be resilient to the impacts predicted as a result of climate change.
- Support the implementation of the Lee Valley Heat Network (LVHN) as set out in Policy EL26.

This policy should be read in conjunction with Core Strategy policies 20 and 22, DMD policies 51 and 52, London Plan Policy 5.5, and Enfield's Edmonton Eco Park Planning Brief.

Deephams Sewage Treatment Works



9 Deephams Sewage Treatment Works

9.1 Introduction

9.1.1 Located in the south eastern part of the borough, Deephams Sewage Treatment Works (STW) is strategically positioned within the Upper Lee Valley Opportunity Area, adjacent to the opportunity site of Pickett's Lock, and to the north of the major regeneration area of Meridian Water. Thames Water own, operate and maintain Deephams STW, which is their fourth largest sewage works, occupying approximately 34 hectares. The plant is located in a largely industrial and commercial area and serves a population equivalent of 891,000 (at 2011), discharging treated effluent into the Salmons Brook, a tributary of the River Lee, in accordance with an environmental permit set by the Environment Agency. The impact of the odour from the works is considerable upon the people who live, work and visit the area.

9.1.2 As the owner and operator of the site, Thames Water is undertaking a transformational upgrade to the Deephams STW site to increase its capacity, reduce polluting discharge and significantly lower odour. The upgrade is driven by a new discharge consent set by the Environment Agency which is in force from March 2017. The new requirements oblige Thames Water to bring into operation an upgraded treatment plant that will significantly improve the quality of the effluent discharged to Salmon's Brook and the River Lee.

9.1.3 Thames Water submitted a planning application (14/02612/FUL) for the Deephams Sewage Works Upgrade in July 2014 and planning permission was granted by London Borough of Enfield in February 2015. The construction of the Upgrade will take place in phases with construction scheduled for completion in 2018. Land within the Deephams Sewage Works site will be retained for future upgrades to the sewage treatment infrastructure, including sludge treatment upgrades.

9.1.4 The Council acknowledges the need for improvements to the strategic wastewater infrastructure within the UK, and in particular to manage the needs driven by high levels of population growth within the borough and London-wide. Given the levels of growth anticipated in the borough, especially at Meridian Water, significant improvements to existing sewage works within the borough is welcomed. The Council supports the need for the upgrade of the existing Deephams Sewage Treatment

Works plant to meet European and statutory water quality requirements and the needs of a growing population through sensitive, integrated, coordinated and high quality development.

9.1.5 The Council is designating Deephams STW as Strategic Industrial Land (SIL) in order to consolidate and strengthen the protection of the area for industrial uses. Further detail is set out in Chapter 6.

9.2 Policy Context

Policy context for Deephams Sewage Treatment Works	
London Plan (2016)	Policy 5.12 Flood Risk Management Policy 5.13 Sustainable Drainage Paragraph 5.9a (relates to Policy 5.1 Climate Change Mitigation) Paragraph 5.32 (relates to Policy 5.5 Decentralised Energy Networks)
Upper Lee Valley Opportunity Area Planning Framework (July 2013)	Objective 6 - A Lee Valley Heat Network linked to the Edmonton Eco Park
Enfield Core Strategy (Nov 2010)	Policy 21 Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure Policy 32 Pollution Policy 37 Central Leaside
Development Management Document (2014)	DMD 64 Pollution Control and Assessment DMD 65 Air Quality
Other Sources	<i>National Planning Policy Framework (2012)</i> <i>Waste Water NPS (2012)</i> <i>Meridian Water Masterplan (2013)</i> <i>Discover Central Leaside: Towards a draft Area Action Plan (2012)</i>



Deephams Site Boundary

Policy EL18: Deephams Sewage Treatment Works (STW)

The Council will work with Thames Water and its development partners to ensure the Deephams Sewage Works upgrade caters for population growth in the catchment area, meets water quality standards in the Environmental Permit set by the Environment Agency to meet water quality targets, and will significantly reduce odour emissions from the site.

Development proposals at Deephams Sewage Works must meet the following requirements:

- The location and design of development within the site should avoid unacceptable impacts on the environment;
- The incorporation of appropriate landscape treatment and to use opportunities to enhance ecological links to the wider Edmonton Leaside area;
- Use planting to visually improve and enhance the site;
- Promote renewable energy generation and sustainable design and construction;
- Promote sustainable transport for staff;
- Connection to the Lee Valley Heat Network if feasible (see Policy EL26); and
- Measures to minimise noise impacts of the site.

This policy should be read in conjunction with Core Policy 21.

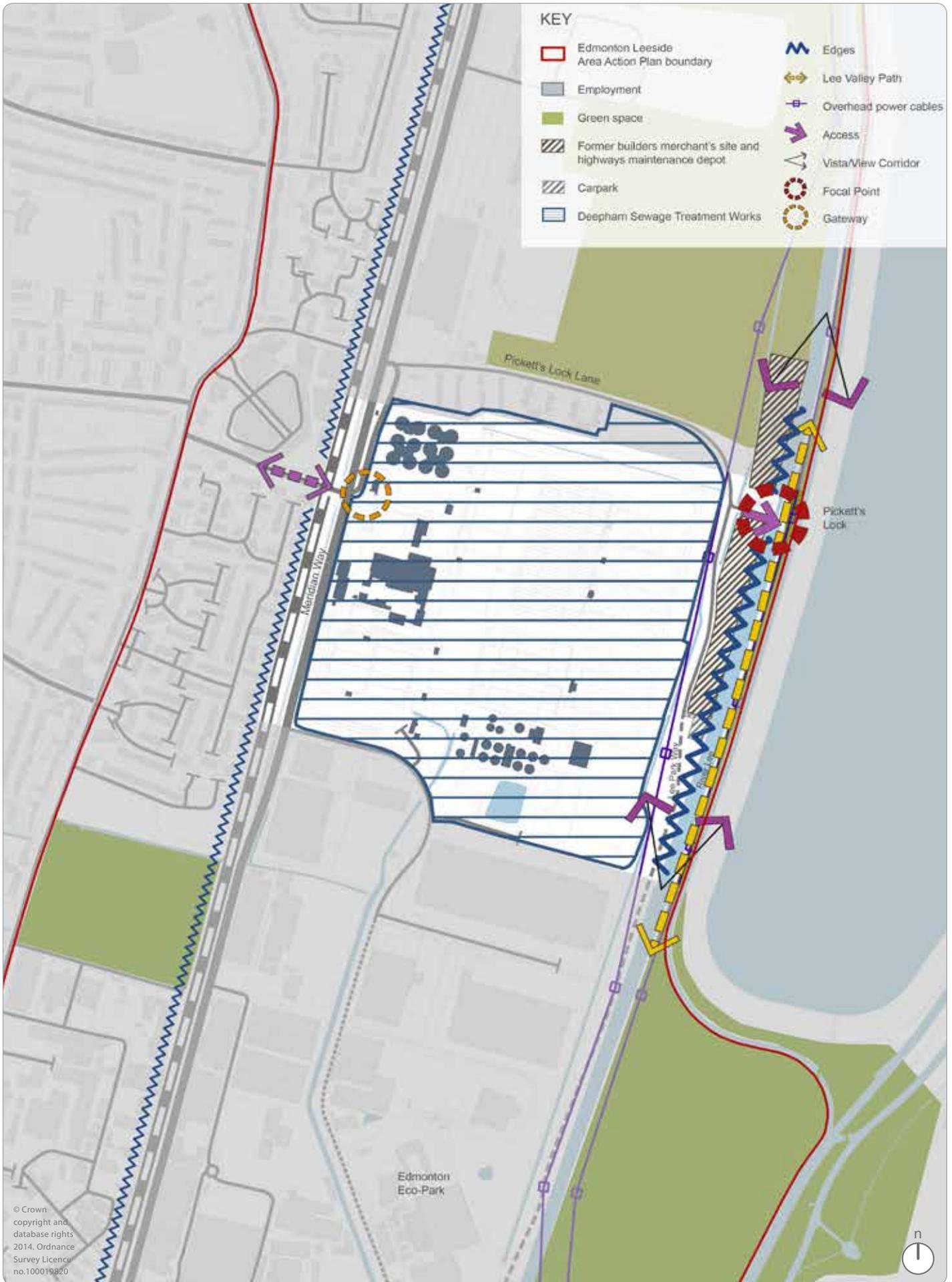
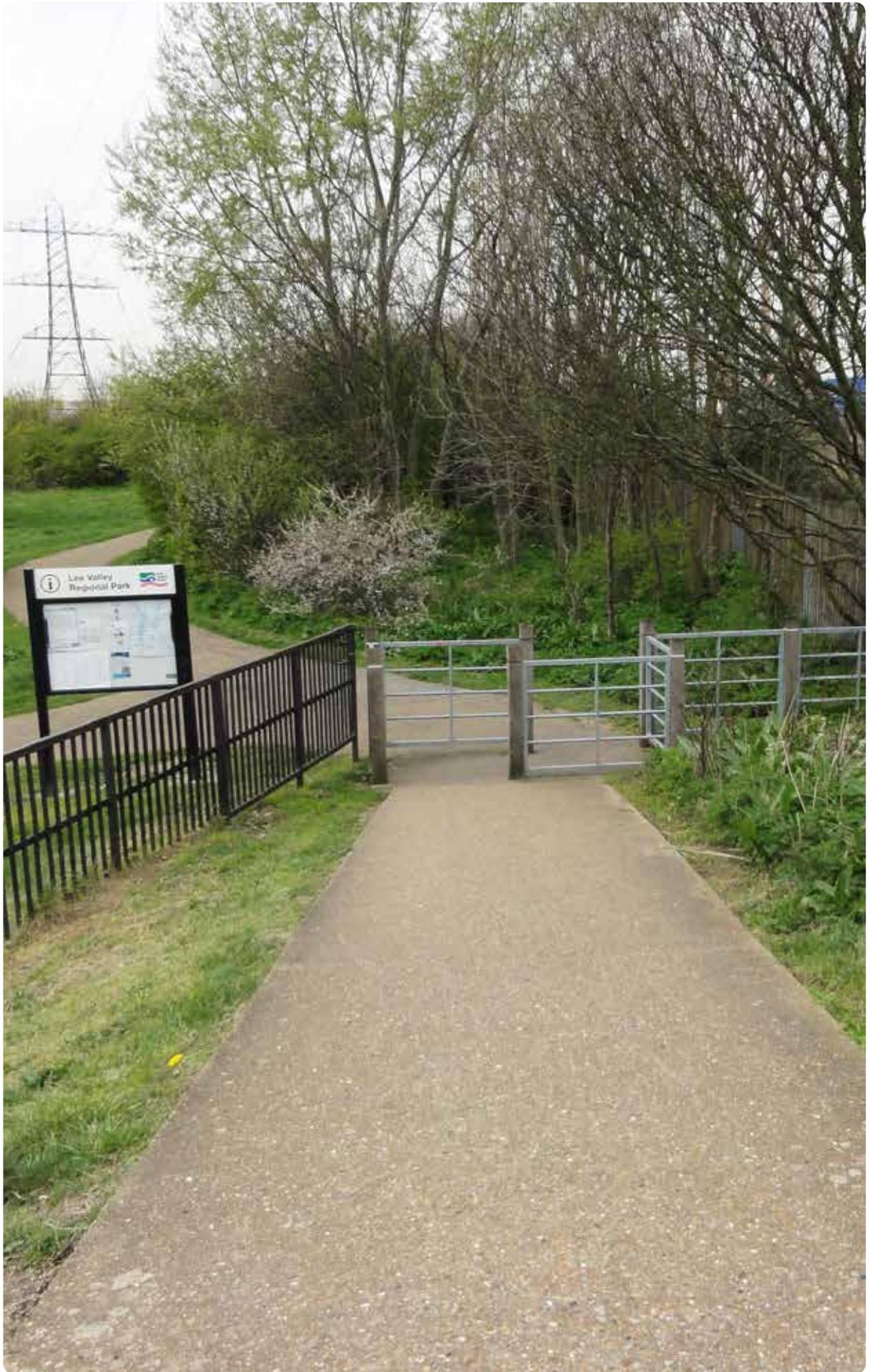


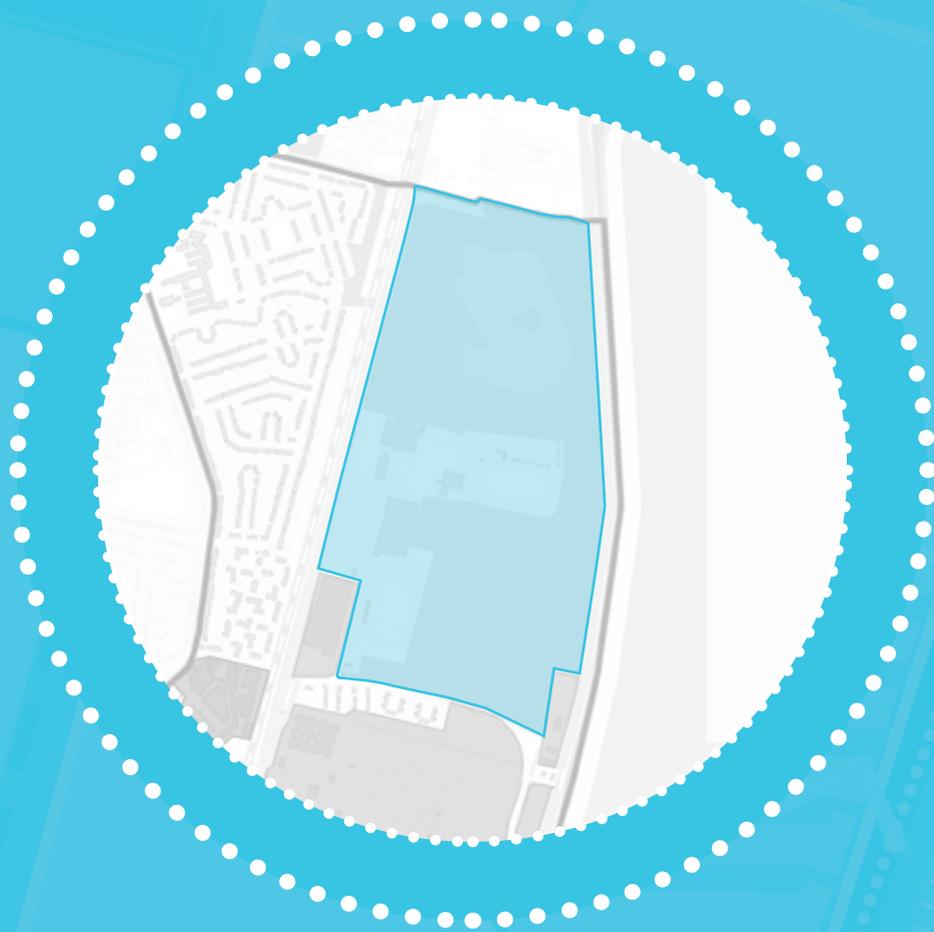
Figure 9.1: Deephams Sewage Treatment Works – site context



Lee Valley Regional Park



Pickett's Lock



10 Pickett's Lock

10.1 Introduction

10.1.1 Pickett's Lock Leisure Complex is identified as a Major Development Site in the Green Belt. The principle of developing Pickett's Lock as an area for the development of additional sports and recreation facilities is supported by Core Strategy Policy 33. Any development coming forward must be considered in the context of the Green Belt and exceptional circumstances would need to be demonstrated.

10.1.2 Pickett's Lock occupies a strategic position in the Upper Lee Valley Corridor and the London Stansted Cambridge corridor, offering an ideal opportunity to deliver a large scale development of a strategic nature.

10.1.3 The opportunity to generate additional community benefits will be sought through the redevelopment and regeneration opportunities at Pickett's Lock. It is important that Enfield Council and the Lee Valley Regional Park Authority (LVRPA) share a long term strategic vision for the site. A coordinated approach should set out the parameters for future development. Key drivers for change include the following:

- Leveraging the strategic location of Pickett's Lock in the Upper Lee Valley and London-Stansted-Cambridge corridors;
- Population growth at Meridian Water and in the wider area is providing new demand for extensive, high-quality leisure uses;

- To take the opportunity to develop an outstanding mix of leisure and recreation facilities that benefits Enfield's residents, workers, and visitors from the wider region;
- The need to benefit the local community through the creation of new employment opportunities, contributing to the creation of 3,000 new jobs in Edmonton Leaside; and
- To take advantage of step-change improvements to transportation links in the area, including four trains-per-hour from 2018 and eight trains-per-hour from 2022 on the railway line between Brimsdown and Stratford; the significant upgrade to Angel Road/Meridian Water Station, new and improved bus services, and new and upgraded pedestrian and cycle routes.

10.1.4 The Council and the LVRPA recognise the need to provide for the needs of Enfield's residents, in particular those residents living nearest the site and for the needs of the new community at Meridian Water, both in terms of access to the site and leisure activities that are currently underprovided. The Council will work with its development partners to ensure that the regeneration of Pickett's Lock is successfully integrated into Edmonton Leaside to provide benefits for the wider community.

10.1.5 There is an opportunity to rediscover the open spaces at the eastern part of Pickett's Lock for the benefit of new and existing communities as well as enhancing the visitor experience. Policy EL20 below sets out potential leisure and recreational uses however, they will be subject to a sequential assessment, in line with other local planning policies.

10.1.6 Delivering a step change in leisure, sport and recreational uses at Pickett's Lock while ensuring proposals conform fully to Green Belt policy and ecological assets including Sites of Metropolitan Importance for Nature (SMINs) and the nearby Site of Special Scientific Interest (SSSI) at Chingford reservoirs, will require developers to work closely with the Council and the LVRPA to strike an appropriate balance between the scale of new facilities while also maintaining the openness and ecological value of the site.

10.1.7 Proposals to improve the west-east movement network to underpin the revitalisation of Picketts Lock will be supported. In particular, the creation of a new pedestrian and cycle route across the West Anglia Main Line, A1055 Meridian Way and the River Lee Navigation. Policy EL22 provides detail on the proposed routes.

Policy EL19: Revitalising Developed Areas at Picketts Lock

The Council will continue to work with the Lee Valley Regional Park Authority to help deliver its Park Development Framework, and to identify the priority mix of additional recreation and leisure facilities at Pickett's Lock.

Pickett's Lock is identified to deliver a large significant new development that will provide a destination attraction for Edmonton Leaside and beyond. Pickett's Lock is considered suitable for a potential range of new and improved leisure, sport and recreation uses, including a health and fitness centre, 5-a-side football pitches, a snowdome, an ice rink, conference/exhibition spaces, self-catering accommodation, a hotel and commercial ten-pin bowling.

Development proposals must demonstrate that they:

- Generate additional community benefits;
- Contribute to the creation of new jobs for local people;
- Incorporate a design-led approach using high-quality design, materials and finish;
- Will not exacerbate congestion on the wider transport network; and
- Promote sustainable transport for staff.

This policy should be read in conjunction with Core Strategy Policy 33, DMD policies 25, 82 and 89, and London Plan Policy 3.19 and 7.16.

10.2 Policy Context

Policy context for Pickett's Lock	
London Plan (2016)	<p>Policy 2.18 Green Infrastructure: The Multi-Functional Network of Green Spaces</p> <p>Policy 3.19 Sports Facilities</p> <p>Policy 7.16 Green Belt</p> <p>Policy 7.18 Protecting Public Open Space and Addressing Deficiency</p> <p>Policy 7.19 Biodiversity and Access to Nature</p> <p>Policy 7.21 Trees and Woodlands</p> <p>Policy 7.24 Blue Ribbon Network</p> <p>Policy 7.27 Blue Ribbon Network: Supporting Infrastructure and Recreational Use</p> <p>Policy 7.28 Restoration of the Blue Ribbon Network</p> <p>Policy 7.30 London's Canals and Other Rivers and Waterspaces</p>
Upper Lee Valley Opportunity Area Planning Framework (July 2013)	<p>Objective 8</p> <p>4.4 Design Principles</p> <p>4.5 Development by the Waterways</p> <p>4.6 Nature Conservation</p> <p>7.5 Opening up the Lee Valley Regional Park</p>
Enfield Core Strategy (Nov 2010)	<p>DMD 25 Locations for New Retail, Leisure and Office Development</p> <p>DMD 71 Protection and Enhancement of Open Space</p> <p>DMD 74 Playing Pitches</p> <p>DMD 75 Waterways</p> <p>DMD 78 Nature Conservation</p> <p>DMD 80 Trees on Development Sites</p> <p>DMD 81 Landscaping</p> <p>DMD 82 Protecting the Green Belt</p> <p>DMD 89 Previously Developed Sites in the Green Belt</p>
Development Management Document (2014)	<p><i>National Planning Policy Framework (2012)</i></p> <p><i>Discover Central Leaside: Towards a draft AAP (2012)</i></p> <p><i>Lee Valley Regional Park Development Framework - Area 4 Proposals</i></p>
Other Sources	<p><i>National Planning Policy Framework (2012)</i></p> <p><i>Waste Water NPS (2012)</i></p> <p><i>Meridian Water Masterplan (2013)</i></p> <p><i>Discover Central Leaside: Towards a draft Area Action Plan (2012)</i></p>

Policy EL20: Revitalising Open Space at Picketts Lock

Development proposals for the re-use or redevelopment of existing open space at Pickett's Lock will be supported and encouraged.

Development proposals and supplementary planning documents at Pickett's Lock must demonstrate:

- A mix of appropriate leisure, sport or recreational uses;
- Landscaping or re-landscaping strategies, including tree, shrub and wild flower planting, to enhance ecological links to the wider Edmonton Leaside area;
- Improvements to the access network to, from and within the Pickett's Lock area, including new pedestrian and cycle paths, as set out in Policy EL22.

The use of the green spaces and waterways will be encouraged by:

- Attracting a greater number of visitors to the site;
- Supporting expansion of the range of appropriate outdoor activities available at the site;
- Supporting and increasing of the accommodation options which are suitable to the nature of the open

space and waterway;

- Exploring ways, with the Canal & River Trust, of increasing usage of the canal, as well as connecting users from Enfield to the Tottenham Lock landing (see Policy EL24); and
- Encouraging new community and learning facilities to provide services, support and opportunities through a range of community development projects, for example in the form of 'floating classrooms' boats on the waterway.

All development proposals must be accompanied by:

- An integrated long-term landscape and ecological management and maintenance plan; and
- A surface water management plan and demonstrate that they have no negative impact on ground water.

This policy should be read in conjunction with Core Strategy Policy 34, 33 and 35, DMD 71, 74, 76, 77, 78, 81, 82 and London Plan Policy 7.18 and 7.19.



Figure 10.1: Pickett's Lock – site context





AAP

Area-Wide
Policies

PART C:

AAP Area-Wide Policies

11 Enabling Movement

11.1 Introduction

11.1.1 This section sets out planning policy in relation to movement within Edmonton Leaside, as well as connections to the wider area, and should be read together with Chapter 5 Meridian Water, and Section 5.8 Transport Infrastructure.

11.1.2 Walking and cycling in Edmonton Leaside can be difficult. Whilst the area has some good connections running north-south through the Lee Valley Regional Park, connections to these routes are often poor quality and do not encourage safe journeys. Making walking and cycling a pleasant and convenient means of getting around is vital to securing a modal shift. The Council will work with developers and existing occupiers in encouraging modal

shift from private modes of transport to public transport, walking and cycling.

11.1.3 Consultation with local businesses has highlighted transport as a key issue. Much of Enfield's business and residential communities currently relies on private road vehicles. It is essential that the use of more sustainable forms of transport is encouraged and a balance is struck between the need for good access to the area and the need to promote the principles of sustainable travel. This AAP promotes sustainable modes of travel such as walking and cycling, from the strategic down to the neighbourhood level, and stresses the importance of a high quality public realm and well thought out urban design in the promotion of these modes of travel.



North Circular Road and Slip Road

11.2 Policy Context

Policy context for decentralised energy & managing flood risk	
London Plan (2016)	<p>Policy 6.1 Strategic Approach</p> <p>Policy 6.2 Providing Public Transport Capacity and Safeguarding Land for Transport</p> <p>Policy 6.9 Cycling</p> <p>Policy 6.10 Walking</p> <p>Policy 6.12 Road Network Capacity</p>
Upper Lee Valley Opportunity Area Planning Framework (July 2013)	<p>Objective 7</p> <p>3.2 The transport vision and challenge</p> <p>3.4 Improving rail connectivity</p> <p>3.5 Roads and surface transport</p> <p>4.3 Opening up the Lee Valley Regional Park</p> <p>8.3 Opening up the Lee Valley Regional Par</p>
Enfield Core Strategy (Nov 2010)	<p>Core Policy 24 The Road Network</p> <p>Core Policy 25 Pedestrians and Cyclists</p> <p>Core Policy 26 Public Transport</p> <p>Core Policy 27 Freight</p>
Development Management Document (2014)	<p>DMD 45 Parking Standards and Layout</p> <p>Policy DMD47 New Roads, Access and Servicing</p> <p>Policy DMD48 Transport Assessments</p>
Other Sources	<p><i>National Planning Policy Framework (2012)</i></p> <p><i>Planning Practice Guidance (2014)</i></p> <p><i>Core Strategy Transport Assessment/Appendices (2009)</i></p> <p><i>A1010 Study (Halcrow), (2010)</i></p> <p><i>Upper Lee Valley Transport Study (JMP) (2006)</i></p> <p><i>Upper Lee Valley (Halcrow) (2012)</i></p> <p><i>Discover Central Leaside (2012)</i></p> <p><i>Freight by Water Feasibility Study (2013)</i></p> <p><i>Enfield Council Bus Service Review (2012)</i></p> <p><i>Rail Options Study (Halcrow)</i></p> <p><i>Enfield Cycle Action Plan 2013</i></p> <p><i>Cycle Routes in Enfield, Oct 2013</i></p>



Cycling along the River Lee Navigation

11.3 Encouraging Modal Shift

11.3.1 Improving access and movement for all modes of transport within Edmonton Leaside is a key issue, particularly if Enfield is to accommodate housing and employment growth over the life of the plan. Although there is low car ownership in Edmonton Leaside, usage is higher than the London average, suggesting many of Enfield's business and residential communities currently rely on private road vehicles.

11.3.2 Sustainable transport will be supported through high quality public realm. Greater rates of walking and cycling will be enabled by providing high quality streets with low vehicle design speeds, where pedestrians and cyclists have priority and where car parking levels are reduced. Sustainable travel can be encouraged through travel plans, which offer information on sustainable travel as well as schemes and incentives to encourage sustainable travel, such as car clubs. The Council will require travel plans and parking management strategies to be submitted with planning applications, in line with Core Policy 24 and DMD 48.

11.4 Improving key pedestrian and cycle links

11.4.1 Existing connections within Edmonton Leaside are generally poor, with particular issues between the large residential areas to the west of Edmonton Leaside and the large industrial estates either side of Meridian Way. The infrastructure that provides such good strategic connections, for example the North Circular Road, also constitutes significant barriers to local accessibility for cycling and walking.

11.4.2 When considering proposed improvements, it is important to recognise that Edmonton Leaside has the benefit of being served by the West Anglia Main Line as well as strategic walking routes such as the Lee Valley Walk and Lee Valley Pathway. Edmonton Leaside also benefits by being served by a number of strategic cycle routes which are part of the National Cycle Network and London Cycle Network. These strategic walking and cycle routes can provide a foundation on which improvements to key routes and local networks can be built.

11.4.3 Improved pedestrian and cycle connections within Edmonton Leaside are needed to allow residents, employees and visitors to access services, retail, employment opportunities, leisure and open spaces, and other modes of transport, for example rail stations. Improved connectivity within Edmonton Leaside could also create significant opportunities to unlock the potential of the Lee Valley Regional Park.

11.4.4 One of the most significant improvements required to accommodate cycle trips is better east-west connection, both within Edmonton Leaside and beyond, particularly towards Edmonton. It is important that Edmonton Leaside is properly integrated into the wider communities so that all members of the community can enjoy new facilities.

11.4.5 Development should be supported by greatly improved transport linkages and connections, and developments should integrate with and enhance the transport networks and opportunities. A high quality environment, with well-designed streets and a good mix of uses will be some of the key determinants to increase levels of walking and cycling, and will help to make walking and cycling a key mode of travel for those living, working and visiting the area. New development should deliver improved onward connection for cyclists and pedestrians. Connectivity will also be greatly improved to transport hubs which will allow improved interchange with other modes of transport, and provide much needed access to surrounding areas of Enfield and neighbouring boroughs.

Policy EL21: Improving the Quality of the Pedestrian and Cycling Environment

The Council will work with partners to secure a step-change to the quality of the existing pedestrian and cycle environment, providing attractive, safe and convenient links to the adjoining areas to encourage a shift to more sustainable forms of transport.

Development proposals and supplementary planning documents should reference 'Legible London' guidance to create high quality streets and spaces. New developments must be connected across Edmonton Leaside, including to public transport hubs the industrial estates and Pickett's Lock. Links which provide connections to surrounding areas of Enfield and neighbouring boroughs must also be enhanced or created.

Development proposals which include or are adjacent to Towpath Road and along the River Lee towpath must deliver significant improvements to the continuous north-south route for pedestrians and cyclists from Tottenham Hale, through Meridian Water, to Enfield Lock.

Development may be required to make a financial contribution to the provision and improvement of pedestrian and cycle routes and other infrastructure, as set out in the Section 106 SPD.

This policy should be read in conjunction with Core Policies 24 and 25 and DMD 47.

11.4.6 The walking environment must be well designed and provide a feeling of safety and security in order to encourage more people to use sustainable modes of transport rather than private motor vehicles, and to meet the Mayor's and borough's objectives in relation to walking and cycling. All new streets within Edmonton Leaside should be attractive to cyclists and pedestrians, through high quality design and arrangement, as well as a good mix of uses.

11.4.7 In addition, significant investment in cycling facilities will be vital to achieving higher levels of cycling and walking. A number of proposals are set out for Edmonton Leaside as part of the 'Cycle Enfield' scheme for the borough, with one of the key aims being to redesign the town centre of Edmonton Green around cycling and improve cycle links in the area. New segregated cycle routes are proposed to

provide direct access to key destinations and employment opportunities along the A1010 and A110 and at Meridian Water.

11.4.8 New developments must meet minimum standards for cycle parking should be adhered to for residential and non-residential development as per London Plan Policy 6.9. Cycle parking and cycle changing facilities should be provided to encourage more cycling.

11.4.9 A number of specific proposals for east-west cycle and pedestrian routes are set out in this AAP, connecting the eastern and western sides of the railway line and linking Edmonton Leaside with adjacent areas. Some parts of these routes will require interventions to existing public realm, whereas others require construction of new links and building new non-vehicular bridges.

Policy EL22: Proposed Route - Improvement Principles

Route 1: The Causeway – an east-west spine road running through Meridian Water (see Policy EL6)

Route 2: Montagu Road – Ardra Road – Lee Valley Path

Route 3: Charlton Road – Lee Valley Leisure Complex - Pickett's Lock

Lane – Pickett's Lock – Lee Valley Path

Planning proposals and supplementary planning documents to deliver these pedestrian and cycle routes must include:

- Creation of well-designed, high quality new links and pedestrian and cycle bridges, including high quality bridging over the rail

mainline, Meridian Way and River Lee Navigation;

- Clear and consistent signage throughout the route, including on-street markings for cycles;
- Provision of pedestrian and cycle facilities;
- Improved public realm; and
- Introducing interventions to discourage informal and on street parking, where this affect the route.

This policy should be read in conjunction with Core Policies 24 and 25 and DMD 48.

11.4.10 Route 1: The Causeway - see section 5.8 and Policy EL6.

11.4.11 Route 2: Montagu Road – Ardra Road – Lee Valley Path

11.4.12 This route will form an extension of the existing footpath along Salmon's Brook at the north of Edmonton Federation Cemetery creating the most direct east-west link between Edmonton Green and the Lee Valley Park. The existing foot path will require public realm interventions to improve access and to make it safe for cyclists.

11.4.13 The route through Montagu Recreation Ground will run along Salmon's Brook. Currently there is no pedestrian crossing on Montagu Road along the recreation ground. A pedestrian and cycling crossing point along the access of the route will encourage the use of the new route.

11.4.14 There is no existing crossing over the railway line. This new route will require a new pedestrian and cycle bridge to create an uninterrupted east-west connection.

11.4.15 A new pedestrian and cycle crossing facility is needed on Meridian Way along the new bridge. As part of this route a new link will be required along Salmon's Brook to create a direct connection to Ardra Road.

11.4.16 Ardra Road currently provides a limited walking and cycling movement and is of poor quality. It gets cluttered by the high number of heavy vehicles parked along the road. There are opportunities to improve the public realm and create a greenway on Ardra Road to enhance the perception and encourage walking and cycling. A new pedestrian and cycle bridge crossing the River Lee Navigation will provide access to the Lee Valley Park and path.

11.4.17 Route 3: Charlton Road – Lee Valley Leisure Complex - Pickett's Lock Lane – Pickett's Lock – Lee Valley Path

11.4.18 This is a significant route that provides a direct and short pedestrian and cycle link to the Lee Valley Leisure Complex. It will improve accessibility for the surrounding communities. This route also connects Jubilee Park and Lee Valley Park which are important recreational assets in the area.

11.4.19 Charlton Road is a residential street providing pedestrian footpaths on both sides. Extension of this route towards the railway will be created by transforming the existing footpath into a link for pedestrians and cycles.

11.4.20 There is no existing crossing over the railway line along this route. A new pedestrian and cycle bridge will be required to create an uninterrupted east-west connection. At this point new pedestrian and cycle crossing facilities are required on Meridian Way.

11.4.21 Pickett's Lock Lane currently provides for limited walking and cycling movement and is of poor quality. It has a green appearance owing to the mature trees located on Lee Valley Park and Deephams Sewage Treatment Works site. The only footpath is on the southern side of the road and it stops towards its eastern section.

11.4.22 The entrance at Pickett's Lock gets cluttered by informal car parking. The area around the lock lacks a sense of place and there are no facilities provided other than a couple of seats and rubbish bins.

11.5 West Anglia Rail Enhancement

11.5.1 As set out in Chapter 5, development in Edmonton Leaside will increase demand on the public transport networks, requiring improvements to allow higher frequency and more accessible services. Major improvements to public transport will be necessary to transform the quantum of housing and employment development possible at Meridian Water and the wider Edmonton Leaside area.

11.5.2 The West Anglia Mainline Enhancement project will involve three tracking the railway line, which will allow increased train frequencies to Angel Road Station (to be renamed Meridian Water station), providing four trains per hour at regular service intervals, rising later to eight trains per hour, and calling at all stations between Brimsdown and Stratford. This will significantly improve accessibility to Edmonton Leaside and to the wider London area. Also see AAP Policy EL7

11.6 Improving Bus Services and Connectivity

11.6.1 There is a need to improve the provision of bus services to support the growth of Edmonton Leaside, particularly at Meridian Water. Linkages to surrounding communities will be improved, with more east-west and north-south connections to other parts of Enfield and neighbouring boroughs.

11.6.2 The Edmonton Leaside area has direct access to nine bus routes, including one night bus (see Figure 10.2). There is a dual requirement to meet the growing demand from new developments and to link existing populations where there is high unemployment with the job opportunities of Edmonton Leaside. The delivery of better bus services must be part of an integrated approach to public transport and accessibility.

Bus Service Level

11.6.3 Bus service frequencies should be aligned to the growing transport demands at Meridian Water and the wider Edmonton Leaside area.

11.6.4 A strategic transport assessment must be used to identify a range of interventions which support the growth and regeneration of Edmonton Leaside.

11.6.5 Frequencies will need to be increased on links and at interchange nodes where:

11.6.6 Intensification of development is expected to generate additional transport trips;

- New developments within Edmonton Leaside affect the patterns of transport demand;
- There is high unemployment, in order to link these areas with the opportunities in Edmonton Leaside and also Brimsdown in the north; and
- Major developments beyond the boundaries of Edmonton Leaside attract new transport trips from Edmonton Leaside.

11.6.7 New bus routes may need to be put forward to support the proposed growth. The potential for additional bus routes in addition to a reassessment and re-routing of existing bus routes (particularly routes 192 and 341), to connect Edmonton Green to Tottenham Hale via Meridian Water would greatly increase the range of trips by public transport that could be made from Edmonton Leaside.

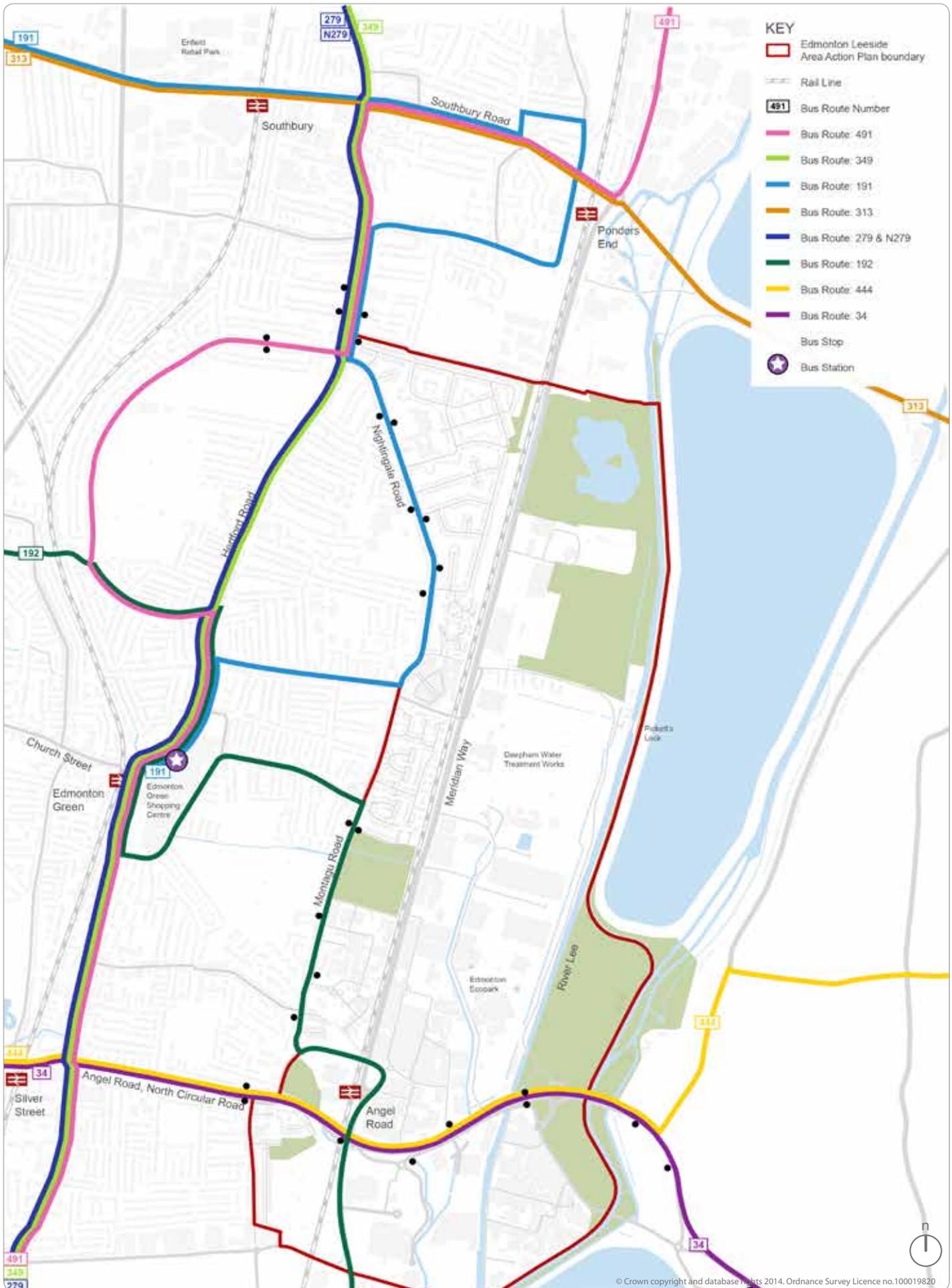


Figure 11.2: Existing Bus Routes in Edmonton Leaside

Bus Network Accessibility

11.6.8 The Council will work with TfL to provide new services and extend existing services, using TfL's 'Measuring Public Transport Accessibility Levels' (2010) guidelines to ensure good access to bus stops, which should be located no more than 640m from developments.

Bus reliability

11.6.9 To compete with other transport modes, bus services must achieve a good standard of reliability and provide a dependable transport service that meets or exceeds user expectations.

11.6.10 Improved reliability of bus operations, and associated reductions in average bus journey times, can be achieved through the strategic introduction of traffic management measures. These could include:

- 'Bus gates' to restrict sections of public highway to buses only;
- Introduction of bus priority through Selective Vehicle Detection as an integral part of new traffic signal infrastructure;
- Bus stop clearways and accessibility improvements – to protect bus stops from parking and loading obstructions, provide an appropriate kerb height and a robust carriageway surface;
- New or improved bus lanes – enhancements could include widening and resurfacing of existing bus lanes, and new bus lanes to support the enforcement of bus only access restrictions or protect buses from traffic congestion;
- Alterations to waiting and loading restrictions to assist buses and other road users; and
- Introduction of other traffic management measures to improve traffic flow, such

as footway loading bays.

11.6.11 The transport plans for new developments must seek to incorporate bus priority measures from an early stage in the design development process.

Amenity for bus users

11.6.12 The amenity of the waiting space at bus stops is an important part of the bus-users experience.

11.6.13 All bus stops within Edmonton Leaside need to achieve a minimum quality standard in terms of infrastructure and information provision, compliant with the requirements of the Equality Act 2010 and TfL's 'Accessible Bus Stop Design Guidance', along with essential facilities for bus users such as timetable information.

11.6.14 Effective bus services require better access to public transport information for bus users. Within Edmonton Leaside there are opportunities to deliver improved access to bus information, including:

- Real time bus information at railway stations, and bus interchanges;
- Bus information display screens within public buildings; and
- Integration of real time information provision into designs for buildings and public spaces within new developments.

11.6.15 Existing bus services will be extended from their current terminal point along Glover Drive so that they run through the centre of Meridian Water along the Causeway. Services from the west would then be directed north and linked to Argon Road. The bus services will connect to the new Meridian Water Station, as well as Edmonton Green town centre and Tottenham Hale for access to the London Underground network.

11.6.16 TfL have indicated that they are supportive of amending or expanding



Policy EL23: Enhancing the Bus Network and Services

The Council will continue to work closely with TfL to meet the needs of the existing communities and businesses within the area, and to improve bus routes to secure more east-west and north-south connections. The Council and its partners will:

- Develop an enhanced network of bus routes and services to meet the growing demand that will be generated by the proposed growth;
- Identify any potential new bus routes within Edmonton Leaside to better meet the needs of existing residents and businesses; and
- Provide links between areas where there is high unemployment and employment opportunities such as Edmonton Leaside and Brimsdown.

Enhanced bus services will be provided to Edmonton Green town centre, and Tottenham Hale via Meridian Water. The former will include a direct bus link between Meridian Water and Edmonton Green as referred at Table 14.1. Existing routes will be reorganised so that they run along the Causeway (where accessible by buses), through Meridian Water.

The Council will continue to work with TfL, major employers and other stakeholders to ensure that:

- Integration of bus and rail services is improved, and to ensure that major new developments have

good access - of no more than 640m from the development - to a bus stop;

- Support is given to providing more direct and frequent bus services serving employment areas. TfL will be encouraged to extend the operational hours of such services to match employees shift patterns and time services to match employees travel to and from work to reflect demand;
- The bus network is supported by standing spaces and driver facilities;
- Bus reliability is improved through the introduction of traffic management measures to assist buses; and
- Bus routes within Edmonton Leaside are provided with the highest quality infrastructure, including accessible stops, modern high quality bus stop infrastructure, with real time information at stops and other public places.

This policy should be read in conjunction with Core Strategy Policy 26.

existing routes and providing new routes where demand is demonstrated. An advantage of bus services is that new and improved routes can be implemented within a relatively short timescale in comparison to other modes of mass-transit.

11.7 Use of the Waterways for Transportation

11.7.1 The River Lee Navigation is a key feature of Edmonton Leaside and provides the opportunity to encourage and support greater water-borne traffic.

Freight

11.7.2 Edmonton Leaside comprises one of the largest clusters of industrial estates in London, generating a considerable amount of freight traffic travelling along Meridian Way, the A406 and the M25.

11.7.3 Transferring road freight to the waterways offers the potential to reduce the impact of freight transport on the local highway network.

Leisure, Tourism and Education

11.7.4 There is potential to use the waterways for leisure and tourism, including for example day trip boats, overnight moorings, or a 'floating classroom'.

11.7.5 The waterfront at Meridian Water could provide a hub or focal point, while there is potential to develop access to the Lee Valley Navigation waterfront at Pickett's Lock, linking to this area of leisure uses.

Waterbus and / Water Taxi Services

11.7.6 The potential for waterbus and water taxi services could also be explored to link into the adjoining area of Tottenham Hale and provide a connection with the Underground system. Services could also continue further south into the Lower Lee Valley, potentially linking with the Olympic Legacy transformation. The service could extend north to Enfield Lock, with access to the surrounding residential areas, including Gunpowder Park and Enfield Island Village.

Policy EL24: Use of the Waterways for Transportation

Where suitable, the Council will support opportunities for water-borne traffic, on the River Lee Navigation, in particular:

- Freight transport to help alleviate the road network;
- Leisure, tourism and educational uses, such as day trip boats, overnight moorings, and a 'floating classroom'; and

- Waterbus and/or water taxis to transport passengers along the Lee Valley.

Any proposals must be considered through consultation with the relevant statutory organisations.

This policy should be read in conjunction with Core Policy 27.



Parking in the Industrial Estates

11.8 Balanced parking provision

11.8.1 Development proposals must have regard to London Plan and DMD parking standards. The Council will seek to minimise provision of new car parking, in conjunction with encouraging sustainable mode of transport and improving public transport. New developments must adopt a design led approach to ensure that parking functions satisfactorily. Consideration must be given to the design of access and parking areas for cars, cycles and service vehicles and its relationship to the built environment which it serves. Well planned and designed parking can have a determining influence on the success of streetscapes.

11.8.2 Parking provision on the industrial estates is currently largely unrestricted and is a major issue. The built environment of some estates, poor circulation, poor servicing areas, close proximity to residential areas and friction between different users on the estates have all contributed to difficulties with parking provision.

11.9 Road network and vehicular traffic

11.9.1 The strategic highway network of Edmonton Leaside is dominated by the North Circular (A406) to the south which provides an east-west route through the area, and the two radial routes of the A10 and Meridian Way. In addition, the A1010 Hertford Road is a strategic north-south route which also serves local traffic.

11.9.2 Although the A406 provides excellent links to the west (A10 and M1) and to the east (M11), access to and from the industrial estates is difficult and the route between Meridian Way and the North Circular is indirect. There is also currently indirect access to the M25 via Bullsmoor Lane (A1055).

11.9.3 The local network is also poorly connected across Edmonton Leaside with the area dissected by major traffic routes. In addition, the layout of local access roads in parts of the area is unclear and in many places confusing.



Glover Drive will be transformed into the Causeway - an active pedestrian and cycle-friendly spine route

11.9.4 At a strategic level, irrespective of growth in population and employment, the effect of traffic growth across London will lead to increased pressures across the whole of Enfield's highway network.

11.9.5 Traffic levels on the highway network within Enfield are, on several links, already operating at or near capacity⁶. Adding these projected trips to the existing transport network would, without network enhancements, lead to increased congestion. Traffic levels across the North London sub-region are forecast to increase by some 12% (or around 100,000 km) in the AM peak hour by 2031⁷.

11.9.6 Developments are likely to have an impact on the highway network through an increased number of car trips as well as from increased freight, waste collection and service and delivery activity. Although a new east-west connection will be introduced in Meridian Water to enable the new developments, the main impact of development will be to existing highway links and junctions.

11.9.7 The Council will work with developers to minimise and manage the impact of traffic from new development on the road network in line with the Upper

⁶Enfield Core Strategy Transport Assessment (2009)

⁷Discover Central Leaside (May, 2012)

Lee Valley OAPF and the requirements of DMD 47. The Council will require development proposals and supplementary planning documents to carry out additional modelling to establish the transport impact, while taking into account growth elsewhere in the Upper Lee Valley Opportunity Area.

11.9.8 The Upper Lee Valley OAPF highlights junctions within Edmonton Leaside which experience significant levels of congestion, notably Montagu Road/Conduit Lane and Conduit Lane/Angel Road. The Phase 1 Transport Assessment also highlighted capacity issues at the junctions with Leaside Road and Glover Drive.

11.9.9 Options to improve the strategic highway network could include the following:

- Selective junction improvements to increase journey time reliability;
- Demand management measures to reduce vehicle use, including school and workplace travel plans, enhancements to walking and cycling routes, and public transport improvements; and
- Controlling the levels of on-street parking and public car park provision, particularly in relation to new residential and commercial development.

11.9.10 The Mayor of London's Road Task Force (RTF) report was published in July 2013 and provides a strategic review that sets out a vision of how London can provide quality streets to cope with the expected population increase and achieve economic growth in London. Outer London

Policy EL25: Design of the Road Network

The Council will work towards developing a comprehensive network design within Edmonton Leaside, in accordance with the Road Task Force (July 2013) as summarised in the Edmonton Leaside Socio Economic Baseline supporting document.

Where possible and required to support development, there will be improvements to congested junctions and the control of on-street parking. Each development site will be looked at on its merits and site characteristics.

The arrangement of streets and places within Meridian Water should be guided by an urban design

approach which incorporates sufficient capacity to meet demand and also encourages sustainable travel through a high quality environment. The network design will include a new east-west connection, The Causeway (see Policy EL6)

This policy should be read in conjunction with Core Strategy Policy 24 and DMD 47.

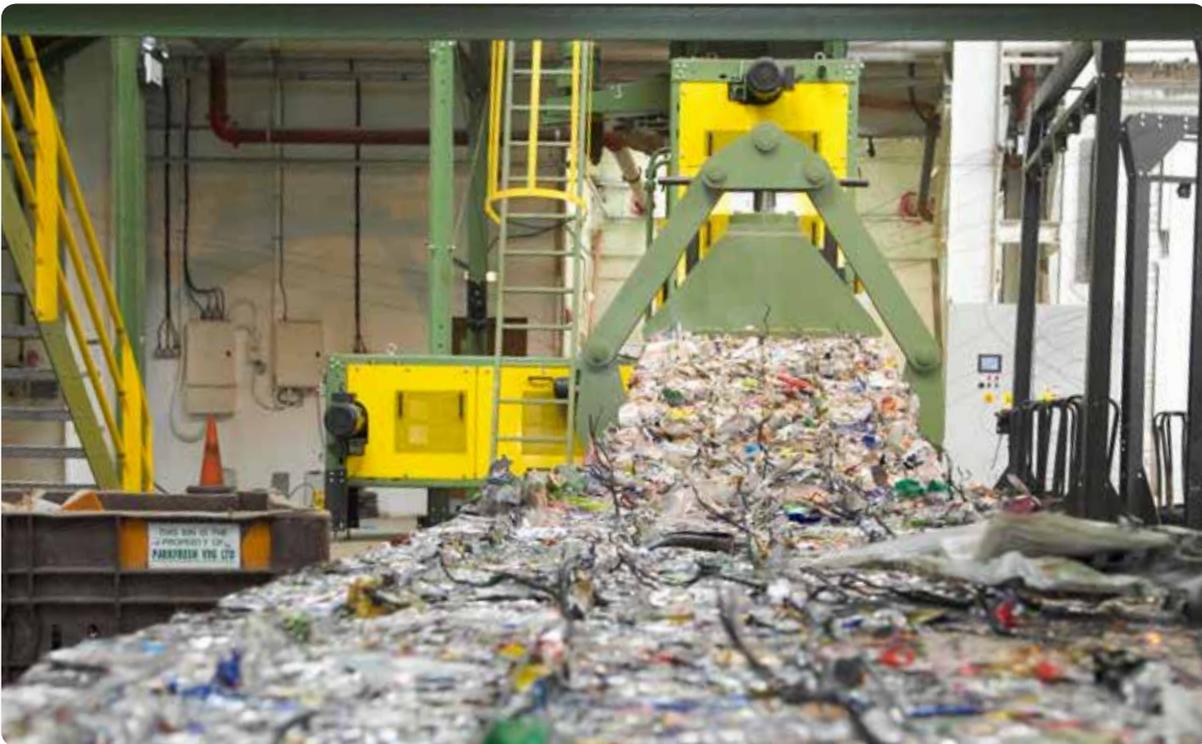


Meridian Way

is identified as one of the strongest assets in London and a key to future success. The RTF aims to maintain and enhance a high-quality of life and provide attractive places to live and work and raise families in outer London boroughs.

11.9.11 The RTF proposes nine street types, defined by their “place” and “movement” roles; and are associated with a set of priority uses, strategic performance measures and potential types of interventions. They are intended for the purpose of TfL’s and boroughs’ planning and decision making, which include agreeing on priority functions and development of toolkit of measures.

12 Promoting a Low Carbon Future



Recycling Plant

12.1 Introduction

12.1.1 The development of Edmonton Leaside will deliver a large number of new homes and jobs, presenting an opportunity to provide a place which promotes sustainable lifestyles through well-designed buildings and spaces, and maximises energy efficiency and use of low and zero carbon energy generation technologies.

12.1.2 The Council is committed to achieving the highest standards for sustainable design and construction within the borough. All developments will need to comply with the environmental and energy standards set out in the London Plan and Local Plan documents.

Approaches to Carbon Reduction

12.1.3 Developments at Edmonton Leaside must make full use of carbon saving technologies and approaches. This includes the incorporation of solar panels and ground source heat pumps, The Council will seek to attain the BREEAM highest levels for new developments

Decentralised Energy Networks

12.1.4 Large scale decentralised energy networks offer an affordable way of achieving low carbon energy supply in densely populated urban areas, meeting domestic, commercial and some industrial space heating and domestic hot water requirements. This is achieved through the supply of low cost low carbon sources of heat (for example waste heat from power stations and heat generated from highly efficient gas combined heat and power engines) distributed at scale as hot water, or less often steam, conveyed via highly insulated underground pipes.

12.1.5 Benefits of decentralised energy for local people and businesses include:

- Protection against future energy price rises;
- Durable cost and carbon savings – with potential knock-on benefits for inward investment, business advantage and job creation;
- Security of energy supply; and
- Addressing fuel poverty and reducing health inequalities.

12.1.6 Lee Valley Heat Network Ltd has shown that a network is viable and could be extended over time. The EcoPark site has been identified as the preferred location for an energy centre to provide low carbon heat to a ‘core network’ (including connections to the Meridian Water development). Planning policy development plays a key role in supporting the delivery and expansion of the network.

12.1.7 There is also the potential to use the waterways in Edmonton Leaside to cool buildings, particularly for waterside businesses with a significant cooling demand (for example those with data centres). This would involve using canal water and heat exchange technology to provide a more sustainable alternative to traditional air conditioning, reducing local businesses’ energy bills and carbon dioxide emissions. The Canal & River Trust is promoting the use of such schemes and there are already examples of buildings using waterways for ‘free cooling’, such as GlaxoSmithKline’s canal-side headquarters in Brentford, the Mailbox mixed use city centre development in Birmingham and the Hepworth Gallery in Wakefield. This AAP supports the use of such innovative and sustainable solutions, subject to consent from the Environment Agency.



12.2 Policy Context

Policy context for decentralised energy & managing flood risk	
London Plan (2016)	<p>Policy 5.5 Decentralised Energy Networks</p> <p>Policy 5.6 Decentralised Energy in Development Proposals</p> <p>Paragraph 5.9a (relates to Policy 5.1 Climate Change Mitigation)</p> <p>Paragraph 5.32 (relates to Policy 5.5 Decentralised Energy Networks)</p> <p>Paragraph 5.32 (relates to Policy 5.5 Decentralised Energy Networks)</p>
Upper Lee Valley Opportunity Area Planning Framework (July 2013)	Objective 6 - A Lee Valley Heat Network linked to the Edmonton Eco Park
Enfield Core Strategy (Nov 2010)	Core Policy 20 Sustainable Energy Use and Energy Infrastructure
Development Management Document (2014)	DMD 52 Decentralised Energy Networks
Other Sources	<p><i>National Planning Policy Framework (2012)</i></p> <p><i>Edmonton EcoPark SPD</i></p> <p><i>Meridian Water Masterplan (2013)</i></p> <p><i>Discover Central Leaside: Towards a draft Area Action Plan (2012)</i></p> <p><i>Upper Lee Valley Decentralised Energy Network Pre-Feasibility (North London Strategic Alliance, 2011)</i></p> <p><i>ULV DEN Feasibility Study (North London Strategic Alliance, 2012)</i></p>

12.3 Decentralised Energy

12.3.1 The Council has created Lee Valley Heat Network Operating Ltd (LVHN Ltd), trading as energetik, which was officially launched in July 2014 to deliver the Lee Valley, Montmorency, Alma Road and New Avenue Heat Networks. Research demonstrates that there is a unique opportunity to deliver a commercially sustainable decentralised energy network that would put the Upper Lee Valley at the forefront of energy production in London.

12.3.2 The Lee Valley Heat Network (LVHN) will initially use a combination of heat from combined heat and power plants (CHP) and then heat from the new Energy Recovery Facility (ERF) at the Edmonton EcoPark when it is operational, predicted to be 2025. LVHN will move energy in the form of hot water through a system of pipes to buildings and industry across the Lee Valley, including the Meridian Water development, a westward extension to Meridian Water and Edmonton Green. Over time the network has the potential to connect additional heat sources and heat demands elsewhere in the Lee Valley, such as the Alma Road Combined Heat and Power satellite scheme, North Middlesex Hospital and the Northumberland Park Development (White Hart Lane).

12.3.3 The National Planning Policy Framework, the London Plan and Enfield Council's local planning documents (particularly Policy DMD 52, the Decentralised Energy Network Technical Specification Heat Network SPD and the EcoPark SPD) together provide a planning policy framework that is strongly supportive of promoting the development of low carbon decentralised heat networks. The following policy seeks to further strengthen the policy support for delivery of the Lee Valley Heat Network within the AAP area.

The EcoPark site and the LVHN

12.3.4 Key issues for policy on heat networks include the establishment of an energy centre on the EcoPark site; delivering a network route linking the EcoPark energy centre to the Meridian Water development; and secure future connections towards Alma Estate and Haringey/ Northumberland Park (see Figure 12.1 below). LVHN matters relating to the EcoPark site are dealt with in this chapter; further details on the wider requirements for the EcoPark site are provided in Chapter 8.

12.3.5 The principal requirement for the future development of the EcoPark is to treat waste in the most sustainable way possible; however the treatment of waste also presents a significant opportunity to generate additional community benefits through the provision of heat. For this reason the EcoPark has been identified as the key low carbon heat source for initial development of the LVHN. The future waste management infrastructure requirements of the EcoPark site are currently awaiting consent from the Secretary of State, as part of the North London Waste Management Plan. In parallel with this work, energetik is in the process of agreeing a heat supply agreement and lease at the EcoPark.

12.3.6 The energetik Business Plan proposes that initially a plantroom with gas boilers connected to a small local heat network will be located at the Meridian Water development to provide heat to the first homes. An energy centre with CHP will be provided at the EcoPark to supply low carbon heat via a network to the Meridian Water local heat network to coincide with the completion of around 1500+ homes at Meridian Water. Subject to the new ERF being delivered to programmed completion in 2025, heat from the ERF will be captured and transferred to LVHN Ltd's energy centre at the EcoPark. It will provide a very low carbon heat source to complement the low carbon heat that will already be supplied via CHP. The plant proposed by LVHN at the

energy centre will include top-up and standby gas-fired boilers, large thermal storage vessels and all necessary ancillary plant. The plantroom for gas boilers at Meridian Water will be part of a larger residential building and the LVHN energy centre at the EcoPark will be a standalone building developed in a single phase that can accommodate plant, which will be installed in a phased manner to meet customer heat demand and capable of supplying in excess of 30,000 homes.

12.3.7 The following policy includes provisions to strengthen the safeguarding provided in the EcoPark SPD for the energy

centre and routes on the EcoPark site, whilst maintaining flexibility for detailed design.

Creating a resilient network

12.3.8 As well as having standby plant via gas boilers within the Meridian Water development plantroom, and within the energy centre the EcoPark, the network will be designed to be resilient and energy efficient using the latest pipework technology with a life expectancy in excess of 60 years. In the unlikely event that the network cannot supply heat due to the need for maintenance, temporary boiler connections will be included

Policy EL26: The Lee Valley Heat Network

Part A: Developing the Lee Valley Heat Network

The Council supports the development of the Lee Valley Heat Network (LVHN). This will include safeguarding and securing:

- The establishment of an energy centre on the EcoPark site;
- A network route linking the EcoPark energy centre to the Meridian Water development; and
- Future connections, for example towards Alma Estate and Haringey/ Northumberland Park.

The Council will continue to work with its partners and stakeholders to ensure that opportunities to establish connections across waterways, highways, railway land or private land interests allow for the future implementation of the LVHN.

Proposals for major developments which produce a significant amount of heat should supply heat to the LVHN unless it can be demonstrated

that this is not technically feasible or economically viable.

Part B: The Eco Park Site and the LVHN

To facilitate the delivery of the LVHN, development of the EcoPark site should:

- Enable heat/energy from the new energy recovery facility (ERF) when it is built to be captured and supplied to the LVHN energy centre. Note that energetik will reserve the right within the heat supply agreement with NLWA/ LWL to adapt the existing waste (EfW) facility to supply heat to energetik's energy centre such that if the new ERF completion is delayed, it has the option to receive heat from the EfW facility if it is economic;
- Incorporate space for an energy centre, a connection from EfW, ERF sources of energy/heat into the LVHN energy centre, and pipe network leaving the site; and

Policy EL26 continued...

- Not prejudice installation and operation of the above mentioned LVHN energy centre.

Detailed safeguarding routes and the location for an energy centre should be agreed with the Council as part of pre-application discussions.

Part C: Creating a Resilient Network

To enhance the resilience of the LVHN, any development of over 300 dwellings with an individual connection to the network should provide an area that could be used in an emergency to park a truck mounted boiler sized at 20 metres by 6 metres. This area should be:

- Hardstanding, including any access road needed to link it to the road network;
- Of sufficient size and configuration to allow an articulated truck to access and park within it;
- Located at least 20 metres from any building with opening windows or inlet fresh air ventilation; and
- Located within 20 metres of the pipework branch that connects the development to the LVHN.

The Council will safeguard an “unobstructed” pipework route for the LVHN pipe network within the Causeway. “Unobstructed” here means a three metre wide zone with nothing built over it to a height of at least 10 metres.

Part D: Connecting to the LVHN

All major developments shall connect to or contribute towards the LVHN in accordance with Policy DMD 52 and the Decentralised Energy Network Technical Specification Heat Network

SPD.

Where a major development is expected to be completed before the LVHN is able to supply it with heat then:

- If there are firm plans to enable the site to be connected to the LVHN within five years, the development should design for heat network connection from the outset and use temporary on-site boilers (potentially provided by the heat network operator) until network connection is possible.
- If there are no firm plans for extension of the LVHN within feasible and viable range of the development, provision of on-site Combined Heat and Power (CHP, with standby boilers) will be expected where the heating demand makes it feasible. The development should also be future proofed for connection to a heat network. In such instances the council may agree with the developer that the installation of CHP can be deferred for up to five years (the development would use heat from standby boilers during this time) to allow time for the LVHN to be extended and connected to the development. If the developer connects to the network within five years then the requirement to install CHP would fall away; if not then the obligation to install CHP would be triggered.

The policy should be read in conjunction with Core Policy 20 and DMD policy 52, London Plan policies 5.5 and 5.6 and Enfield’s Edmonton Eco Park Planning

within the network at each development. This will future-proof large developments for emergency backup and help make connection to the network more appealing for existing and new buildings, especially if it negates the need to install back-up boilers on site, thereby freeing up funds and space for other purposes.

12.3.9 Energetik aim to deliver the first phase of the heat network, a local heat network and plantroom for gas boilers at Meridian Water, ahead of the completion of the Meridian Water development so that all new developments can connect directly to the local heat network as a source of heat. This is needed to avoid developments being 'locked in' to alternative heat generation solutions, which would reduce/delay the benefits delivered by the network (for example total carbon emissions savings) and potentially increase network development costs. The energy centre at the EcoPark and connecting heat network to Meridian Water will be delivered to coincide with around 1,500 homes having being built at Meridian Water, this being a suitable heat demand to warrant a larger heat network to be operated economically. This larger heat network will supply low carbon heat via CHP prior to the new ERF heat source becoming available.

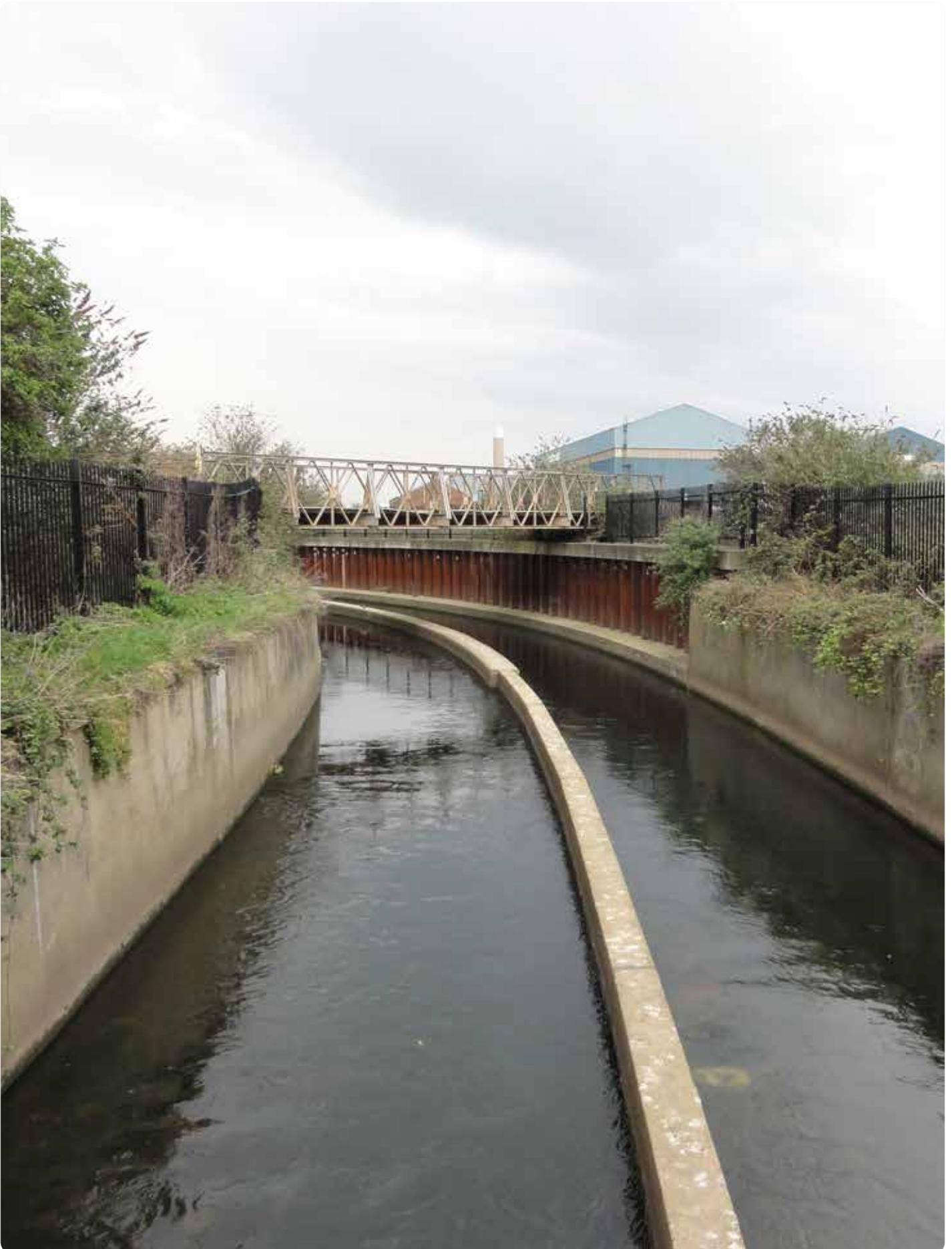
12.3.10 The Council will take into account the design standards and specifications for district energy networks set out in the DEN SPD and the Mayor of London's 'London Heat Network Manual' (2014, or as updated) in the implementation of the LVHN, and the determination of relevant planning applications. Should there be a conflict between the DEN SPD specifications and the Mayor of London's standards then the DEN SPD specifications take precedence. Where connection to an existing or future decentralised energy network is feasible and viable, a commitment to a connection may be secured via a legal agreement. The connection charge may take into account the cost of a temporary onsite boiler where this is deemed appropriate to facilitate connection to the LVHN.

Delivery of the Heat Network

12.3.11 Easements will be required with land owners to allow the heating network pipes to be routed underground from the EcoPark to developments. The typical width of the twin pipe installation will be 2.2m, depending on proximity to the Eco Park site, and a further Zone of Influence of 1.5m is required each side of the pipework, creating a width of 5.2m (depending on proximity to the Eco Park). The Zone of Influence, like other utilities, is a protective zone that restricts excavation work without the prior permission of LVHN to prevent the inadvertent risk of damage to LVHN assets. In addition, on one side of the pipework a further 3.5m of unrestricted space is required as an Access Corridor. The Access Corridor is to allow plant equipment to be used in order to install, repair, maintain, inspect, and replace the pipework. The Zone of Influence and Access Corridor does not prevent other services from being located underground in these areas as long as they are horizontally separated by a minimum 600mm from the network pipes. Smaller separation distances may be acceptable with the prior written permission of LVHN.

12.3.12 In the unlikely event of agreements with landowners not being reached, or being unlikely to be reached, and implementation being delayed beyond the Council's reasonable expectation, the Council may intervene directly. This would entail the Council undertaking a more significant role in land acquisition and assembly, potentially through the use of compulsory purchase order powers and/or direct delivery through partnerships with developers to secure land for the necessary infrastructure to deliver the LVHN.

12.3.13 Energetik will seek individual planning consents for the heat network and its expansion to provide maximum flexibility with regard to its final route to meet the requirements of connecting developments.



Watercourse at Meridian Water - the brooks running through Meridian Water can support local amenities and integrate with the wider blue and green network.



13 Watercourses, Green Spaces and Flood Risk



The River Lee Navigation provides opportunities to for greater water-borne traffic

13.1 Introduction

13.1.1 Edmonton Leaside is crossed by several significant watercourses including the River Lee Navigation and the flood relief channel, as well Pymmes Brook and Salmon's Brook, which are tributaries of the Lee. The area also has a range of green spaces, including along the Lee Valley Regional Park and at Picketts Lock. However, many of these watercourses and green spaces are difficult to access and of poor quality.

13.1.2 Regeneration and improvements across Edmonton Leaside will help to provide better access to the watercourses and green spaces, integrating them both into the new neighbourhoods of Meridian Water as well as within the wider Edmonton Leaside area.

13.1.3 Redevelopment in Meridian Water should maximise its waterfront location, in particular along the River Lee Navigation, to create vibrant places and connect to the new and existing communities.

13.1.4 Moored boats are a common feature of waterways and can contribute to the vitality of an area. Mooring schemes (residential, leisure or visitor) can positively contribute to the character and setting of the waterway. Residential boats can also add a greater sense of security to an area. The Council will seek increased moorings on the River Lee Navigation in consultation with key stakeholders including the Canal & River Trust and Lee Valley Regional Park Authority.

13.1.5 Development proposals and supplementary planning documents must also take into consideration that increased usage of the watercourses

and green spaces of Edmonton Leaside has the potential to increase pressure on the natural environment and negatively affect biodiversity, for example through disturbance or pollution.

13.1.6 Edmonton Leaside lies within a combination of Flood Zones 2 and 3. This means that certain parts of Edmonton Leaside have medium to high probability of flooding based on the Environment Agency definition of flood risk.

13.1.7 This chapter of the AAP should be read in conjunction with Chapter 5 Meridian Water, Chapter 10 Picketts Lock, and Chapter 11 Movement.

13.2 Policy Context

Policy context for Waterways and Green Spaces Chapter	
London Plan (2016)	Policy 2.18 Green Infrastructure: The Multi-Functional Network of Green Spaces Policy 3.19 Sports Facilities Policy 5.12 Flood Risk Management Policy 5.13 Sustainable Drainage Paragraph 5.9a (relates to Policy 5.1 Climate Change Mitigation) Policy 7.16 Green Belt Policy 7.18 Protecting Public Open Space and Addressing Deficiency Policy 7.19 Biodiversity and Access to Nature Policy 7.21 Trees and Woodlands Policy 7.22 Land for Food Policy 7.24 Blue Ribbon Network Policy 7.27 Blue Ribbon Network: Supporting Infrastructure and Recreational Use Policy 7.28 Restoration of the Blue Ribbon Network Policy 7.30 London’s Canals and Other Rivers and Waterspaces



Upper Lee Valley Opportunity Area Planning Framework (July 2013)	<p>Objective 8 4.4 Design principles 4.5 Development by the waterways 4.6 Nature conservation 7.3 Meridian Water Masterplan 7.5 Opening up the Lee Valley Regional Park</p>
Enfield Core Strategy (Nov 2010)	<p>Core Policy 28 Managing Flood Risk through Development Core Policy 29 Flood Management Infrastructure Core Policy 33 Green Belt and Countryside Core Policy 34 Parks, Playing Fields and Other Open Spaces Core Policy 35 Lee Valley Regional Park and Waterways Core Policy 36 Biodiversity Core Policy 38 Meridian Water</p>
Development Management Document (2014)	<p>DMD 25 Locations for New Retail, Leisure and Office Development DMD 59 Avoiding and Reducing Flood Risk DMD 60 Assessing Flood Risk DMD 61 Managing Surface Water DMD 62 Flood Control and Mitigation Measures DMD 71 Protection and Enhancement of Open Space DMD 74 Playing Pitches DMD 75 Waterways DMD 78 Nature Conservation DMD 80 Trees on Development Sites DMD 81 Landscaping DMD 82 Protecting the Green Belt DMD 89 Previously Developed Sites in the Green Belt</p>
Other Sources	<p><i>National Planning Policy Framework (2012)</i> <i>Discover Central Leaside: Towards a Draft Area Action Plan (2012)</i> <i>Edmonton EcoPark SPD (2013)</i> <i>Enfield Open Space and Sports Assessment Update(2011)</i> <i>Enfield Parks and Open Spaces Strategy(2010)</i> <i>Meridian Water Masterplan (2013)</i> <i>Picketts Lock Outline Masterplan: Scenarios Report (2011)</i> <i>Lee Valley Regional Park Development Framework - Area 4 Proposals</i></p>

13.3 Watercourses

Policy EL27: Watercourses at Edmonton Leaside

The watercourses within Edmonton Leaside provide opportunities to create a distinctive and attractive sense of place. Waterfront developments should capitalise on the location, in particular at Meridian Water. Development proposals and supplementary planning documents at waterfront locations must:

- Positively address the waterfront through providing an active frontage;
- Enable public access to the waterways, including movement to, from, alongside and, where possible, across the water;
- Optimise potential for water-based recreation and leisure use;
- Provide, where suitable, cultural and leisure uses including cafes, bars and restaurants and high quality public open spaces at the waterfront; and
- Protect and enhance habitats and biodiversity, through measures including softening of river channel edges.

Proposals for the restoration or the increased use of the River Lee Navigation, Pymmes Brook and Salmons Brook as the Lee Valley waterways within Edmonton Leaside will be supported in line with London Plan policies on the Blue Ribbon Network and DMD policy 63 on the protection and improvement of watercourses and flood defences.

Proposals for new residential moorings will be supported provided they meet the requirements of policy DMD 75.

Where development is located close to a waterway and has a significant need for cooling (a cooling load of 500KW or more), the feasibility of using water from the waterway as part of a low carbon cooling system should be evaluated (see Chapter 12).

This policy should be read in conjunction with Core Strategy Policy 35 and 38, DMD policies 63, 75, 76, and 78 and London Plan Policy 2.18, 7.19, 7.24, 7.27, 7.30.

13.4 Managing Flood Risk

13.4.1 The Council will apply the Sequential Test within Edmonton Leaside in order to direct development to areas of low flood risk. More vulnerable and essential infrastructure should be located within Flood Zone 2 areas. Where this is not possible, development proposals must be shown to meet the provisions of the Exception Test, as set out by the NPPF, and that development can be made safe in accordance with the definition set out in Enfield's Level 2 SFRA.

13.4.2 Chapter 5, Policy EL8, sets out the detailed policy guidance on how development in Meridian Water should respond to flood risk issues.

13.4.3 The key tool for reducing surface water flood risks is the application of Sustainable Urban Drainage Systems (SuDS). This approach is set out in the sustainable drainage hierarchy in the London Plan and in the DMD. Any drainage solutions should seek not only to minimise the rates and volumes of surface water runoff, but also to provide multiple benefits including improved water quality, amenity benefits and improved biodiversity. All new development will be required to incorporate SuDS techniques, as set out by Core Policy 28 and DMD 61.



River Lee Navigation

13.5 Green Spaces

13.5.1 This policy must be read in conjunction with AAP policies EL8, EL9 and EL12

Policy EL28: New and Existing Green Spaces

The Council will work with stakeholders, including the landowners, to bring forward new areas of open and green space and bring underused and vacant spaces back into active use.

Development proposals and supplementary planning documents which include the provision of new open space or existing open space must explore and justify the range of appropriate uses for the location. Examples of potentially appropriate uses include:

- Sports;
- Recreation;
- Flood storage capacity;
- Nature conservation; and
- New or enhanced landscaping.

The land on either side of the North Circular Road to the east and north-east of Meridian Water has been identified as offering potential for the creation of new open space. There is also potential to improve the access and functions at existing green and open spaces including at Picketts Lock and Kenninghall Open Space

Proposals will be supported that improve the access across and between existing and new green spaces, developing a network of 'green chains' comprising footpath networks and cycle paths. Green chains can be used to improve east-west connectivity between the Lee Valley Regional Park and the rest of Edmonton Leaside and beyond.

New development may be expected to make appropriate financial contributions to improving green and open spaces, in line with the Section 106 SPD.

This policy should be read in conjunction with Core Strategy policies 34 and 35, DMD 71, 72, 76, 77 and 78 and London Plan Policy 2.18 and 7.27.



Delivery and Implementation



PART D:

Delivery and Implementation

14 Delivery and Implementation

14.1 Introduction

14.1.1 This AAP will support the regeneration and transformation of Edmonton Leaside through a number of significant and interlinked actions. The document identifies locations for new housing, employment, open spaces and other important land uses, as well as existing land uses that are currently underutilised, underperforming or require regeneration.

14.1.2 The AAP sets an ambitious vision for growth and development at Edmonton Leaside. Meridian Water in particular represents the most important regeneration opportunity in the borough, but also presents significant challenges for delivery. Major interventions are required to make the public transport and highways connections necessary to support growth and to create a high quality environment. This takes place, at least initially, in the context of low land values of the Meridian Water area.

14.1.3 Due to the scale of opportunity, a comprehensive approach to master planning of the area is required, with partnership working between the public and private sector. A piecemeal approach to development, with individual landowners bringing forward discrete plots in the absence of a comprehensive masterplan, will lead to a sub-optimal outcome and prevent effective regeneration. For this reason, Enfield Council is taking a lead role in the process.

14.1.4 This Chapter is structured as follows:

- Overall approach;
- Funding sources;
- Development phasing and delivery
- Projects and prioritisation;
- Governance and partnership working; and
- Monitoring and Review.

14.2 Overall Approach to Delivery and Implementation

The Council's Role and Comprehensive Planning at Meridian Water

14.2.1 At Meridian Water, the delivery of the public realm, transport improvements, and other critical infrastructure identified in this AAP are essential to facilitate the changes necessary to create a successful place and attract investors and developers. These key infrastructure requirements, including the new station, the provision of new road and public realm networks and the degree of remediation work required are of such scale and complexity that they can only be achieved if the project is driven by a lead organisation, working jointly with all the necessary statutory organisations and the private sector. The Council has therefore taken, and will continue to take, a lead role in delivering Meridian Water.



Preparatory Works at Meridian Water

14.2.2 The Council undertook a developer procurement process and engaged a master developer with whom they will partner to deliver the whole of Meridian Water. The contractual arrangements between the master developer and London Borough of Enfield will ensure the Council maintains a long term interest and lead role in the development and regeneration process. The roles, responsibilities and relationship between the Council as scheme promoter, and the master developer, including the need for a comprehensive approach to master planning and the delivery of key infrastructure items as part of this, will be secured through a detailed legal agreement.

14.2.3 A comprehensive approach is required to establish the vision for change, plan for the infrastructure investment, purchase land parcels, to create value and change perceptions. The Council is working jointly with the master developer to progress this work.

14.2.4 In the event of the partnership between the Council and its master developer being superseded or terminated for any reason, the Council will seek a similar legally binding relationship with an alternative developer partner.

Landownership at Meridian Water

14.2.5 The need for a comprehensive approach at Meridian Water is supported by and linked to landownership. The Council owns a significant proportion of the developable land, including the land necessary to deliver the first phase of development.

14.2.6 However, land in some key parts of the site is fragmented between several owners. To deliver the infrastructure needed to develop Meridian Water in an effective and timely way, greater control over land and delivery is required. This relates particularly to delivery of the Causeway as the key linking element.

14.2.7 The Council is proceeding to acquire further land in key locations across Meridian Water, either through negotiation or compulsory purchase if required, enabling the Council to deliver and co-ordinate investment and development in a more effective way. The Council has made an in-principle resolution to use CPO powers if necessary.

14.2.8 In partnership with the master developer and development partners, the Council will seek to support relocation of existing occupiers to appropriate alternative locations.

Development Management

14.2.9 Development management is the principal process through which the AAP policies and principles will be implemented. Development decisions will also be made in accordance with other plans including the London Plan, Core Strategy and Development Management Document.

14.3 Funding Sources

14.3.1 Significant investment is required to deliver the social and physical infrastructure and realise the full potential of the area. However Meridian Water is not yet an established residential market. Significant upfront investment will therefore be required, which can only be recovered through improved land values achieved over the longer term. The regeneration of the area will therefore require long term commitment and funding from a variety of sources.

14.3.2 The Council is itself investing in the transformation of this important regeneration area, supported by a range of other funding sources.

Network Rail

14.3.3 As part of the West Anglia Main Line improvements, Network Rail has committed to relocate Angel Road Station south of the North Circular Road and rename it Meridian Water station by 2018, in line the timetable of service improvements of the STAR scheme.

14.3.4 London Borough of Enfield is providing additional funding to provide an enhanced station building. The enhanced station will incorporate a bridge providing public, non-ticketed west-east access across the railway to support connectivity across Meridian Water.

Community Infrastructure Levy (CIL)

14.3.5 Community Infrastructure Levy is an important means of funding infrastructure through the development process. CIL allows local authorities to charge a levy on new developments to raise funds to build the infrastructure to support growth. In London there are at present two levies: a Mayoral CIL to raise funds for Crossrail and a Local Authority CIL to pay for infrastructure such as road and rail transport.

14.3.6 The Council formally adopted the CIL Charging Schedule and associated documents (Regulation 123 List and Instalment Policy) in March 2016 and the Enfield CIL took effect on the 1st April 2016. The CIL Regulation 123 Infrastructure List sets out that the levy will fund only the rail and Causeway infrastructure at Meridian Water.

14.3.7 Residential CIL at the Local Authority level is applied at a nil rate for Meridian Water. Other areas within the Edmonton Leaside AAP will be subject to the lower eastern residential CIL rate. A borough-wide CIL rate for commercial development is applicable throughout Edmonton Leaside.

Section 106

14.3.8 The role of Section 106 agreements to fund infrastructure changed as a result of the introduction of CIL. However, S106 continues to have an important role in delivering items such as affordable housing, education and open space, revenue costs, and addressing site-specific issues such as access.

14.3.9 The Regulations (Community Infrastructure Levy Regulations 2010, as amended) restrict pooling of planning obligations to a maximum of five for an item of infrastructure that is not intended to be funded by CIL. The Council's revised Section 106 Supplementary Planning Document is being considered by Local Plan Cabinet Sub Committee for adoption. Revenue generated from CIL and pooled S106 contributions may be used, alongside other available funding, to deliver infrastructure.

14.3.10 Further on planning obligation requirements at Meridian Water are set out in AAP Policy EL13.

Housing Zone

14.3.11 The Council was awarded Housing Zone status in 2015 for the Meridian Water area to assist in the delivery of new homes through a variety of interventions that will be tailored to site.

Other public and private sector bodies

14.3.12 Alongside the specific funding sources listed above, there are a number of other resources which may be drawn upon from both public and private sector bodies, which may include other GLA funding streams, the Lee Valley Regional Park Authority, Canal & River Trust, the Environment Agency, and Transport for London.

14.3.13 The Development Infrastructure Funding Study (DIFS) for the Upper Lee Valley (ULV) was commissioned jointly by the GLA/TfL in 2014. The study includes London Boroughs of Enfield, Hackney, Haringey and Waltham Forest and identifies the strategic infrastructure required to deliver the growth outlined in the ULV OAPF. The DIFS identifies how infrastructure delivery can be phased and prioritised in line with forecast development. The resulting financial model can be updated on an ongoing basis.





Figure 14.1: Eight indicative design and delivery zones at Meridian Water

14.4 Development Phasing and Delivery

14.4.1 The development of Meridian Water has already started. The submission of the Phase One planning application, and other activities taking place across the AAP area intended to prepare the area for comprehensive redevelopment, provide confidence of progress.

Meridian Water Phase 1 Planning Application

14.4.2 The application for Phase 1 of Meridian Water covers approximately eight hectares, and includes residential-led mixed use redevelopment to the west of the West Anglia Main Line (WAML), a proposed new station, and a portion of land to the east of the WAML. This first phase of Meridian Water will deliver:

- Up to 725 homes;
- 950 sqm of retail (A1/A2/A3) floorspace;
- 600 sqm of community (D1) floorspace;
- 750 sqm of leisure (D2) floorspace; and

- A new station building, platforms and associated interchange/drop-off facilities, with an associated pedestrian link across the railway.

14.4.3 The application was considered at planning committee in June 2016 and the committee resolved to grant planning permission, subject to the agreement of conditions and Section 106.

14.4.4 This Phase 1 development is the first step in the Meridian Water development, and will support the unlocking of the wider potential of Meridian Water and Edmonton Leaside. Development is expected to commence in 2017.

Phasing for Meridian Water

14.4.5 This AAP sets a flexible framework for phasing, using a zonal approach as an appropriate framework to enable phases of development to come forward in parallel with the infrastructure investment required. While the actual delineation of the zones may deviate slightly from the Figure 14.1 as per the development partner phasing,

the overriding factor is that each zone supports the critical mass and mix of uses necessary to ensure significant place-making.

14.4.6 Phasing of development will be dependent on a number of factors including improvements to public transport accessibility and improvements to the highways network. In particular, the provision of new access roads will unlock the eastern areas of the site and relieve pressure on Meridian Way and Leaside Road. In this way, there is flexibility to take advantage of opportunities, including interest from occupiers and ongoing land acquisition by the Council. The Causeway is crucial for unlocking development, particularly in the eastern part of Meridian Water.

14.4.7 Delivery of Meridian Water will take place over a number of years. As such, there is a need to consider how temporary and meanwhile land uses can be introduced to create a sense of place, accelerate regeneration efforts, and play a role in the transformation of Meridian Water from the start of the project. The Council will incorporate measures to encourage meanwhile uses within any master planning process.

14.4.8 The incorporation of temporary uses to help in the early place making of Meridian Water has already commenced. Two existing works sheds within Development Zone 4 are being refurbished to provide open workshops for makers and artistic uses in Meridian Water. This temporary use of the space will encourage a move towards the introduction of small-scale creative space building on the industrial heritage of Edmonton Leaside while at the same time contributing to a contemporary, creative and vibrant new character within Meridian Water.

14.5 Projects and prioritisation

14.5.1 The projects set out in this AAP require prioritisation as part of a rolling programme of implementation over the lifetime of the AAP.

14.5.2 There are a number of key infrastructure interventions required to unlock development across the AAP area, and within each development zone at Meridian Water, regardless of when these might come forward. Table 14.1 below, therefore sets out the priority projects considered critical to unlocking development within Edmonton Leaside, and how these relate to development zones. This will provide a flexible framework to inform the development of further detailed phasing plans.

14.5.3 The Council will support the preparation of masterplans and planning briefs to bring forward development within Edmonton Leaside and at Meridian Water.

Project Description	Meridian Water Development Zone	Lead Agencies	Outcome
Meridian Water Highway Infrastructure. (incorporates walking and cycling route R1 from the AAP)	All	LBE / TfL / Private Sector	Provide Causeway road and associated bridges. Both Meridian Way/Causeway West improvements and provision of North-South link between Argon Road and Leaside Road required early in development phasing.
Meridian Water to Edmonton Green direct bus link	All	LBE/ TfL	Improved bus access
North – South bus services	All	TfL, Developer Contributions	Enhanced bus service along the A1055 corridor.
Borough-wide improvement of bus services focussed on the Lee Valley Corridor and orbital links	All	TfL / Developer Contributions	Improved bus access implementing the findings of the Bus Service Review and supporting new development.
Ground Remediation	All	LBE/Developer Contributions	Decontamination of previously industrial sites to render them suitable for alternative land uses
Upper Lee Valley Decentralised Energy Network	All	LBE, Neighbouring Authorities	Implementation of a sub-regional decentralised energy network to include the Alma Estate and Meridian Water
Meridian Water Flood Compensation Areas	All	LBE	Flood compensation area and enabling works for development of the Meridian Water area; to be in place ahead of development in any flood zone

Meridian Water Public Realm	All	LBE	Enhanced frontage and environmental public realm improvement works
Meridian Water Public Realm	All	LBE	Demolition of building(s) along Causeway Route
Meridian Water Public Realm	All	LBE	Upgrading of street
Angel Road Station and Interchange Enhancements	1	London Growth Fund / LBE / Private sector	Platform extensions, new station entrances, renaming and moving station further south, improved pedestrian links to station and formation of bus hub.
Examination of options for Lee Valley Line Level Crossings	1, 8	LBE / Network Rail	Examine options for the replacement of level crossings as part of enhancements to the West Anglia Main Line
Implementation of replacement of Lee Valley Line Level Crossings	1,8	LBE will be required to fund any consequential restructuring needed of the local road network. Funding gap identified.	To provide off-grade bridges and subways
West Anglia Main Line STAR Scheme	1,8	LIP / NR / DfT / London Growth Fund / LBE / Private sector funding	Implementation of additional track and associated signalling.
West Anglia Main Line	1,8	DfT. Funding gap identified.	Increasing local services on West Anglia Main Line to at least 4 trains per hour serving local stations.
Foul water pumping station	2-7	LBE/Thames Water/Developer Contributions	Provides waste water treatment for zones 2-7

Meridian Water Towpath	2-7	LBE, Canal & River Trust, Lee Valley Regional Park	Remodel a hazardous section of towpath. Incorporate ecological enhancements to improve biodiversity.
Meridian Water Primary Substation	2-8	LBE/UK Power Networks	Electricity provision for development from Zone 2 onwards.
New Primary School(s) at Meridian Water	2-8	LBE / DfE	One or more new primary school(s) as part of the Meridian Water development
New Secondary School(s) at Meridian Water	2-8	LBE / DfE	One or more new secondary school(s) provided as part of the Meridian Water development
One or more new GP Practice(s) at Meridian Water	2-8	GP-based	New GP Practice(s) to serve the new community
Community Hub at Meridian Water	2-8	LBE	New provision of community and/or cultural space
Police Neighbourhood Transport Team Base / Front Counters	2-8	Met Police	A base for the Police in the new community at Meridian Water
Removal of access ramp from Argon Road to North Circular Road	3	LBE / TfL / Private Sector	Enables Argon Road extension to Meridian Way and unlocking of land for alternative development
Raising of ground level	4-7	LBE/Developer Contributions	As flood mitigation measure for non-water compatible ground floor uses in this location
Leaside Road Bridge over Pymmes Brook	4-8	LBE/LB Haringey/ Developer Contributions	Allows for traffic increases in development of zones 4-8
Pylons	6-8	LBE/UK Power Networks	Provide electricity to Zones 6-8.
Wharves at Pickett's Lock and London Waste EcoPark & Ponders End	n/a	TfL, Freight Facilities Grant	Secure wharves and promote waterborne freight transport

Deephams Sewage Treatment Works Upgrade	n/a	Thames Water	Effluent quality improvements and redevelopment of existing works to provide enhanced treatment infrastructure
Edmonton Leaside – Creation of a multi-functional open space	n/a	LBE	Creation of a new open space to serve new residents in Edmonton Leaside
Edmonton Leaside – area of new open space	n/a	LBE	Area of new open space
Edmonton Leaside – Improved access to the Lee Valley Park (incorporates walking and cycling routes R3 and R4 from the AAP)	n/a	LBE	Improved access to the Lee Valley Park
Edmonton Leaside – Rays Road (incorporates walking and cycling route R2 from the AAP).	n/a	LBE	Create access and improve access to Rays Road site. Create pedestrian and cycle link to Angel Road/ Meridian Water Station
Edmonton EcoPark	n/a	North London Waste Authority	The NLWA is seeking a Development Consent Order to build an Energy Recover Facility to replace the existing plant. In addition the NLWA is proposing replacement facilities associated with waste management and a new Reuse and Recycling Centre for local residents and businesses as well as a visitor centre.

Table 14.1: Priority AAP Projects

14.6 Governance and Partnership Working

14.6.1 The delivery of the Edmonton Leaside Area Action Plan, and of Meridian Water within it, requires a comprehensive approach by the Council, in collaboration with the master developer for Meridian Water, and other development partners.

14.6.2 The Council is advised to set up a Edmonton Leaside Area Action Plan Officer Working Group to monitor and drive forward delivery of proposals. The project group would be an officer advisory/implementation group with a project sponsor from senior management and made up of senior representatives from relevant service areas.

14.6.3 The key task of the working group would be to manage the implementation of the AAP and oversee its delivery and its detailed briefs. Other key tasks of the group would be to:

- Advise the project sponsor and report on progress against the plan on a regular basis;
- Liaise with other relevant delivery partners for complementary projects to ensure synergy, transparency and co-ordination of any activity taking place in Edmonton Leaside;
- Oversee appropriate support for any new fora or groups that may need to be established to ensure that the objectives and policies are delivered. These groups will have responsibility for bringing relevant parties together to create an action plan for either an agreed geographical area or functional area;

- Provide a bridge between those groups already in place and/or where activity goes beyond the remit of the strategic framework. This group could be used as a vehicle for fast-tracking any potential blockages for specific developments as well as an initial joint public sector appraisal body for third party development proposals;
- Manage the marketing and public relations activity relevant to the strategic framework. This will be carried out in conjunction with the Council and its partners; and
- Complete external funding applications.

14.6.4 The activity of the Edmonton Leaside Area Action Plan Officer Working Group would be reported to the South East Enfield Partnership Board (SEEP), who will also play a role in delivery of this AAP.

14.6.5 SEEP aims to improve neighbourhoods through joining up the activities of all agencies in its locality and engaging with the local community. It meets three to four times per year, and consists of key stakeholders including local residents, the Council, NHS and health representatives from Enfield's Clinical Commissioning Groups, the Police, representatives from the voluntary and community sector, schools, colleges, and officers from JobCentre Plus, amongst others.

14.6.6 Development and change across the AAP area can happen only through close working between the London Borough of Enfield and area landowners and developers. As such, landowners and developers will also play an important role as partners in the development process.

14.6.7 Within the framework of the Habitats Regulations Directive, the London Borough of Enfield will work closely with the Environment Agency, Thames Water, Lee Valley Regional Park, the Canal & River Trust and other consultees to ensure that proposed plans and projects do not have an adverse effect on environmental assets, water levels or quality.

14.6.8 The AAP area borders the London boroughs of Haringey to the south and Waltham Forest to the east and LBE will continue to work closely with these boroughs and other partners across the wider north London sub-region, as appropriate.

14.6.9 The Council will continue to work with the Greater London Authority (GLA), Transport for London (TfL) and other regional bodies.

14.7 Monitoring and Review

14.7.1 Monitoring is needed to establish what is happening now and what may happen in the future. It is a crucial process to help ensure that the aim of sustainable development is being achieved. By monitoring and studying trends, it is possible to identify key challenges and opportunities for the future and enable policy to be adjusted or revised where necessary.

14.7.2 The Council has a statutory requirement to prepare a Monitoring Report on the progress of local planning policy documents, the extent to which policies within these documents are being implemented, and their effectiveness. The Council will prepare an annual Monitoring Report on the Edmonton Leaside AAP that will:

- Assess the extent to which policies in the AAP are being implemented;
- Set out, where a policy is not being implemented, the reasons why and what steps will be taken to ensure it is implemented;
- Make available up-to-date information collected for monitoring purposes;
- Identify the significant effects of implementing policies in the AAP and whether they are intended; and
- Set out whether policies are to be amended or replaced.

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